THE EVENING TELEGRAPH.

VOL. XIV—NO. 21. PHILADELPHIA, TUESDAY, JULY 26, 1870. DOUBLE SHEET—THREE CENTS.

FIRST EDITION

THE WAR IN EUROPE.

Attitude of England.

Napoleon's Secret Treaty.

The Impression Produced by It

Neutrality Made Difficult.

The Commander of Paris.

Gen. Baraguay d'Hilliers.

Prussia's Preparations.

New Engines of Slaughter.

Etc., Etc., Etc., Etc., Etc.

THE "TRIBUNE'S SPECIAL."

The Warlike Attitude of England—The Proposed Treaty Between France and Prussia—The Profound Impression Produced by its Publication—England's Neutrality Imperilled.

The New York *Tribune* of this morning publishes the following special cable telegram:—

LONDON, July 26—1 A. M.—English feeling has been profoundly moved by the publication this morning in the *Times* of the proposed treaty between France and Prussia. The grave urgency with which Disraeli in the House this afternoon questioned the Government justly reflected the general emotion. Conversation among the members turned on no other topic. Mr. Gladstone's reply, while declining absolutely to commit the Government to any opinion or declaration whatever, betrayed in manner more than in words an unmistakable apprehension that the document might prove authentic. His answer was given with pale face and hesitating lips. When he sat down the House felt that England's relation with the continental trouble had grown suddenly close if not alarming. To the mention of Belgium the House responded with an unwonted thrill of sympathy, and a clear recognition of England's obligations to protect her.

It is understood that immediate communications were made by the Government to its agents at Berlin and Paris, and that the French Government will have an instant opportunity to admit or deny its responsibility for the alleged treaty. It is believed here that if genuine its proposals are French, while its rejection is due to Prussia.

The copy of the *Times* is thought to have been supplied from Berlin. It is certain that the *Times* would not have published it unless on evidence deemed conclusive. It was said privately this afternoon in the House that the copy was originally offered to Earl Granville, but that he refused it, the English Government preferring its suppression. There is supposed to be an allusion to the same subject in Mr. Cardwell's answer to a question in the House about breech-loaders, saying that great importance was attached to the best guns being immediately supplied to all the troops.

The *Daily News*, which has brilliantly led the opinion of England on war questions, will say in the morning:—"It is impossible not to admit that the gravity of the present European crisis has for all neutral nations been immensely increased by the publication of the proposed treaty. It completely expresses what everybody believes to be the favorite policy and cherished design of the French Emperor. It is also a secret treaty against England in its offer of a league offensive and defensive.

"As to its genuineness, the public may be asked to suspend their judgment, since Mr. Gladstone and Earl Granville say that the two Governments concerned will be compelled to speak. Suppose that it was really proposed by France to Prussia, our imperial friend and ally is presented in an aspect not calculated to win back English sympathy with his course. Napoleon was ready not only to throw over our alliance for a better one, but to break it any moment by a military advance into Belgium, not only in direct infraction of our friendship, but in defiance of our power. It is difficult to believe there was so much bad faith. Did Prussia also listen to such a proposal? There is a certain insolence of tone toward Prussia in the document suggesting that if sent was a kind of *ultimatum*. No real inducement was held out to Prussia. Meantime the whole political interest of the moment is concentrated on this publication. We should be glad to have the completest assurance that no such proposal was known to either Government. Public opinion in this country is already sufficiently weighty in Prussia's favor, but this treaty would make our neutrality difficult if not impossible." Earl Granville will make a statement in the Lords on Thursday as to the diplomatic negotiations which preceded the outbreak of the war, and the part the English Government took.

THE COMMANDER OF PARIS.

Marshal Louis Baraguay d'Hilliers, Napoleon's New Appointment.

In case of serious disaster to the French army, the most important military command in the empire would be that of Paris. The discontented element of the capital, which the elections of last year showed to be largely in the majority, would probably be prompted by a defeat of the army in the field to some desperate demonstrations against the Napoleonic dynasty, and if the city should fall into the hands of the Faubourgs mob, in the event of Prussian success on the frontier, Napoleon would be practically dethroned. To maintain undisputed possession of the capital, therefore, is one of the most essential things to the success of the Emperor and the stability of his throne. Marshal Canrobert had been in command of the city for some time previous to the outbreak of the war, but his presence in the field has created a vacancy, the filling of which required the greatest care and circumspection on the part of the Emperor. A cable telegram from Paris announces that Louis Baraguay d'Hilliers, Marshal of France, and a devoted soldier of the first as well as of the second empire, has been appointed to this responsible command.

Louis Baraguay d'Hilliers is the son of one of the generals of the first Napoleon, and was born on the 6th of September, 1795. He is therefore of the advanced age of 75, almost too old for active service in the field, although not too old to keep a sharp eye on the turbulent French capital. He began his military career in 1806, by entering nominally the 1st Regiment of Dragoons, but in reality by proceeding to the *Prytanee Militaire*. He left the *Prytanee* in 1812, joined the 1st Regiment of Chasseurs in the Russian expedition, and was present at the battle of Moskowa. In the final campaigns of 1814-15 he took an active part, and distinguished himself at Champaubert, Brienne, Montmirail and Quatre-Bras, being always found at the post of danger. In 1833 he was appointed governor of the military school of St. Cyr, and with great energy repressed a serious republican demonstration on the part of the students at that institution. In 1841 he was ordered to Algeria, and ably seconded Marshal Bugeaud in conquering the Arabs of that troublesome colony. He was made general of division in 1844, and at the revolution of 1848 was in command of the 6th Division of the army and stationed at Besancon. He recognized the new republican *regime* promptly and was retained in his position. In 1849 he was appointed by the Prince President commander of the French troops in the Papal dominions, and sent on a special mission to Rome. He returned to France the following year, was elected a member of the Legislative Assembly, and in January, 1851, was placed in command of the third military division, which included the army of Paris, displacing General Changarnier. This appointment gave rise to much angry feeling, and led eventually to the fall of Baroche. He resigned the position, however, before the accomplishment of the *coup d'etat*, and did not take office until the new Napoleonic system of government was fairly established. He then became a member and Vice-President of the Senate.

In November, 1853, he was appointed French Ambassador at Constantinople, but held this position a year only, being recalled at his own request in April, 1854, and put in command of the corps sent to the Baltic to co-operate with the allied fleet. The fortress and garrison of Bomarsund were captured August 16, 1854, and for this service he was rewarded with the baton of a marshal. At a later period, after having been in command of a military division in the south of France, he was again elevated to the dignity of a Senator. The Grand Cross of the Legion of Honor had been conferred upon him on December 11, 1850. In the Italian campaign of 1859 he rendered important services to the Emperor, and has been throughout one of his most zealous and trusted adherents.

PRUSSIA IN THE BALTIC.

Naval Preparations of North Germany in the Baltic—The New Port of Wilhelmshaven—Vessels of War in Course of Construction.

The determination of France to vigorously carry on naval operations in the Baltic invests a statement in a recent number of the French official journal with some interest. According to it the following appropriations were made in the budget of the North German Confederation for this year:—

	Francs.
Basin at Wilhelmshaven	1,875,000
Fortifications and armament of that port	2,250,000
Basin at Kiel	1,875,000
Fortifications and armament of that port	2,250,000
Hydraulic works, dyking, etc., etc	662,980
Torpedoes	150,000
Construction and armament of new vessels of war	6,862,500

There are seven vessels in course of construction. At Wilhelmshaven the Great Elector, a cupola, iron-clad, to be completed in 1873; the Lonely, an aviso, in 1871, and a steamship for local use. At Kiel, the Frederick the Great, a cupola, iron-clad, in 1873, and an ordinary steamship. At Dantzic, the Hanse, an iron-clad, in 1873; the Ariadne, corvette, and the Albatross, both to be finished this year. The Nautilus, an aviso, in June, 1871.

The Government is also in treaty with England for the purchase of a steamship to be used for a naval school in the Baltic. In order to raise the fleet in the Baltic to the force contemplated, there must be constructed between 1870-77, 11 iron-clads, 11 corvettes, 7 avisos, and 3 transports.

The port of Wilhelmshaven is the most important harbor for the newly-founded German navy. It is in the Bay of Jahde, on the North Sea, and was opened by King William on June 17, last year. This port is a vast artificial construction of granite, and comprises five separate harbors, with canals, sluices to regulate the tide, and an array of dry docks for ordinary and iron-clad vessels. The first harbor is an artificial basin, flanked by granite moles respectively 4000 and 9600 feet long. This basin, called "the entrance," is 700 feet long and 350 wide, and leads to the first sluice, 132 feet long and 66 wide. The next basin or outer harbor is 600 feet long and 400 feet wide; the second sluice, immediately behind, as long and as wide as the first. Then follows a canal 3600 feet long, varying in width from 260 to 108 feet, and having about half-way another harbor for dredging steamers and similar craft. This leads to the port proper, consisting of a basin 1200 feet long and 750 wide, with a smaller basin for boats. At the back of the harbor there are two ship-yards for the construction of iron-cased frigates of the largest size, and all the other parts of a naval establishment. The total cost of the construction of Wilhelmshaven was $7,500,000.

THE BREECH-LOADERS.

More About the Chassepot and Needle-gun—Other Engines of Death.

A Paris correspondent writes as follows, under date of July 10:—

The Chassepot.

Now that the Chassepot may be called into serious action a few words in reference to the powers of that rifle may not be uninteresting. This weapon was adopted in 1866, and has not yet been tried in actual campaign. The troops sent to save Rome from the Garibaldian bands were armed with Chassepots when they embarked and exercised with them during the passage to Civita Vecchia. A brigade supported the Papal troops. The Chassepot spoke for the first time at Mentana. Its effect was terrible, and the delighted commander of the French troops exclaimed, "*Le Chassepot fait merveille.*" In Algeria the rapidity of firing and the range of the Chassepot again did wonders. The powerful tribes Doni Menia and Beni-Ghuill were forced to submit within two days, although hitherto, surrounded by inundations and thick woods, they had occupied an impregnable position. There is little doubt that fear of the Chassepot and long, straight streets went far towards saving Paris from a revolution at the time of the late *plebiscite*. There is nothing new under the sun. Breech-loaders were actually proposed during the [time of Napoleon I, and that Emperor is said to have foreseen and understood the advantages which would accrue from their introduction some days before his death. In the Musee de l'Artillerie there is a revolver, matchlock musket and an arm called l'Amusette of Marechal Saxe. In the "Correspondance de Napoleon I" is a letter from the Minister of Police to the Emperor, concerning a breech-loader, patented by Pauly, a gunmaker of Paris. Pauly received a gratuity of ten thousand francs, and his system was submitted to a military commission. It was rejected as being too complicated and unfit for a campaign. From respect for M. Pauly the commission kept silence and rejected the arm without publishing its defects. The idea of breech-loaders, however, was not abandoned, and in 1813-14 a manufactory was established at St. Eustace for the fabrication of guns and pistols *a la* Pauly. The result was not satisfactory.

The Needle-gun.

In 1835 Lefaucheux (who, like Dreysse, the father of the celebrated Prussian needle-gun, had been employed in Pauly's manufactory) produced a rifled breech-loader, but it was unfit for soldiers in actual service. The Prussians took every precaution to conceal the advantages of their needle-gun from other powers, and throughout Europe, in France especially, officers of distinction laughed at it. The Prussian campaign and Sadowa, however, astonished the military wiseacres. When the thirty-first and last volume of the "Correspondance de Napoleon I" was about to appear, the son of a companion of the Emperor at St. Helena found among his father's papers "The Project of a New Organization of the Army," written by Napoleon himself, and in which appears the following:—

The infantry musket, with its bayonet, is the most perfect arm invented by man. Clever mechanicians have made attempts to load the musket at the breech, to charge it with fulminating powder for fifteen or twenty shots at a time, to suppress the flintlocks. These attempts have not yet answered the requirements; but everything leads to hope for success from the progress made by the chemical and mechanical arts. When these ameliorations are adopted the firing will be more active. At the present time, of six or seven shots, one, at least, misses either because the priming does not take fire or because it does not ignite the charge.

Terrible Engines on Both Sides.

Should war be declared the carnage will be frightful. Both France and Prussia are in possession of engines for the destruction of human life more terrible than the Chassepot. The effect of *Les filles du Commandant*, as the new *mitrailleuses* are playfully nicknamed, have been tried at Satory on three hundred horses bought from a knacker for a few francs each. There were two *mitrailleuses* on the ground. In less than three minutes the three hundred horses were killed. On Thursday a similar experiment was tried on five hundred with even more startling effect.

All soldiers, however, are anxious to press forward to the frontier for death or destruction, Marechal Canrobert, commanding the Army of Paris, among the rest. He demanded to be actively employed; but the Emperor replied, "Yes, my dear Marechal. During my absence I require a man in Paris on whom I can rely. There is no one in whom I have more confidence than yourself."

The French Mitrailleur.

The *mitrailleur*, referred to in the above correspondence, which is as yet untried in practical warfare, is considered by the French as the most destructive military weapon known. Recently three hundred wretched horses, already condemned to the poleax, were purchased at the rate of four or five francs each, and ranged at a considerable distance. Two mitrailleures were brought to play on them, and in three minutes after two discharges not one of the animals remained standing. On a second occasion five hundred horses were brought down at a single trial. This formidable weapon is constructed as follows:—

It is a light 37-barrelled gun, arranged that its barrels may be discharged simultaneously, or consecutively. The 37 cartridges, intended for one charge, are contained in a small box. A steel plate, with corresponding holes, is placed on the open box, which is then reversed, and the cartridges fall points foremost into their respective holes. They are prevented from falling through by the rims at their bases. The loaded plate is then introduced into the breech-slot, and when the breech is closed by a lever, a number of steel pins, pressed by spiral springs, are only prevented from striking the percussion arrangement in the cartridges by a plate in front of them. When this case is moved slowly by a handle the cartridges are fired one by one. If the plate be withdrawn rapidly they follow each other so quickly that their discharge is all but simultaneous. The invention seems very well adapted for use in forts or other permanent places of defense or offense, but its carriage and management in the field would prevent many and insuperable obstacles to its general use.

EUROPEAN COMPLICATIONS FEARED.

Our Navy to be Placed on a War Footing—Every Available Vessel to be Immediately Placed in Commission.

A Washington despatch to the N. Y. *World* says:—

Admiral Porter is to be gratified, so far as the limited appropriations of Congress for the present fiscal year will permit. The navy is to be placed on a war footing. Orders have gone forward from the Navy Department to the commandants of the Portsmouth, Boston, Brooklyn, and Philadelphia Navy Yards, to hasten with all possible speed the repair and completion of every vessel that can be placed in commission.

If these orders are fulfilled the department will be able to put half-a-dozen efficient vessels in European waters before the middle of September. This sudden activity in the navy yards, of course, has no other foundation than the very remote fear that the European situation may present some complications of interest to the United States. Messrs. Porter and Robeson think that the navy ought to have 14,000 seamen, but the present complement cannot be increased without further legislation.

At the Portsmouth Navy Yard additional workmen have been put on, and the second-class screw-steamer California, of twenty-one guns, and the fourth-class screw-steamer Narragansett, of five guns, are fitting out and repairing, and will soon be ready for sea. The Illinois, of the same rate as the California, is on the stocks. At the Charlestown yard the commandant has received orders to fit for sea with despatch the new second-class screw-steamer Worcester, fifteen guns. It is also thought that other vessels lying at this yard will be got ready for sea. The Connecticut, seventeen guns, and Pennsylvania, twenty-one guns, with second-rate screw, are in the stocks. The Iowa, same rate and class, twenty-three guns, is laid up; and the Niagara, twelve guns; Shenandoah, ten guns; Ticonderoga, ten guns, are repairing at this yard. At Brooklyn orders were sent some days since to put every available ship in condition for service with all possible haste. Already two ships are ready for sea, and only await their stores and crews to be sent to any quarter of the world. The gunboat Nipsic, four guns, and the sailing sloop Guard, six guns, are under orders to proceed at once to the Fishing Banks to join the Frolic, on that station, in guarding the interests of the American fisheries on the banks. At the Philadelphia yard the Brooklyn is fitting out; she will be ready for sea by the 15th of August, and officers have been ordered to report for duty on that date. At the Washington yard the Kansas is being repaired, and is the only vessel of importance here.

PRUSSIA'S PREPARATIONS.

The Fortresses and Army of the Rhine Before the Declaration of War.

From the Correspondence of the Gaulois.

EMS, July 11.—Prussia is prepared. Her fortresses are maintained with extreme attention to every necessary detail, and are on such a footing as might be looked for were they to be besieged to-morrow. The troops under arms could be put on the march at two hours' notice. Within eight days the reserves and those absent on leave might be in their places.

The frontiers are studded with numerous bodies of troops. Coblentz alone has at present more than 5000 men in its garrison. There is at Cologne, at Saar-Louis, at Treves and at Saarbruck from 10,000 to 12,000 men supplied with every munition of war down to a pontoon train. The railroads are protected by veritable fortifications, and each buttress of the casemated towers is fitted for the reception of cannon.

The tracks are intersected by iron gates, perforated with loop-holes, and embrasures which can be formed into lines of defense in a single instant. The King of Prussia has summoned to a consultation the commandant of the fortress of Mayence; General Goltz, commanding the 8th Division of Cavalry of the Guards; Colonel von Thile, commanding at Frankfort-on-the-Main; General Count Steinmetz, commanding the 1st Army Corps of Pomerania at Konigsberg, one of the heroes of Sadowa; Count Donha-Schlobetten, the Colonel Marshal of the royal household, and the commandant of the fortress of Coblentz. The 1st, 2d, and 6th Army Corps have already, I am assured, received orders to march to the Rhine fortresses. The movement of these three corps will reinforce the army of the Rhine to the extent of about 40,000 men, which will bring the effective strength of the first bodies of troops posted on this line of battle to 70,000 men.

PRIM ON SPAIN.

His Desire for the Regeneration of His Country.

One of Marshal Prim's friends residing in Paris having written to him on the subject of the present state of Spain, received the following reply:—

MADRID, July 4, 1870—My Very Dear Friend:—I have received your welcome letter of the 24th ult., and I thank you for the affectionate sentiments which you constantly express towards me. The progress of events proves, as you see, that I was perfectly right. I go straight to my object without troubling myself about obstacles, and without preoccupying myself with personal ambition. You know my intentions.

I desire the regeneration of Spain, and the creation of a serious and really liberal government. I aspire to be the monk of liberty, without individual ambition or afterthought of any sort. I think of leaving for Paris about the 25th instant; thence I shall go to Vichy to recover the strength necessary to pursue the task which I have undertaken. Nothing more to say to you. Be convinced of the infallibility of my friendship towards you. J. PRIM.

THE ENGLISH MISSION.

Instructions to Minister Frelinghuysen.

Washington Correspondence Boston Post.

It has been stated in print, and truthfully, that the principal cause of complaint on the part of General Grant against Mr. Motley was that, in spite of directions to the contrary, he wrote his own instructions for his intercourse with the Government of Great Britain, and it is assumed that therefore the Alabama claims controversy was not presented in Great Britain in substance as our Government would have had it submitted, and consequently the whole subject will be again taken up by Mr. Motley's successor, Mr. Frelinghuysen. From an authentic source your correspondent learns, as matters now stand, Mr. Frelinghuysen will not be charged with the conduct of the Alabama claims controversy, the subject having been removed to Washington for negotiation some months ago. Affairs may take such a turn as to require reference hereafter to our Minister, but at present there is no occasion for submitting the subject to his care specially. From the same source it is learned that Mr. Frelinghuysen will be instructed to negotiate for the adoption of a treaty regulating the practice among belligerents upon the seas during war. This Government has heretofore attempted, but without success, to perfect a treaty with the great powers of Europe to make all private property exempt from capture at sea and then abolish all privateering. Nearly all the powers have from time to time consented to this basis of treaty, but England has refused. Mr. Frelinghuysen will, immediately upon his arrival in London, endeavor to conclude such a treaty with Great Britain, and there are reasons for believing that it will succeed. Our Ministers of France, Prussia, Russia and the other powers of Europe will receive similar instructions to those given Mr. Frelinghuysen, and all will be directed to urge that these principles of maritime war shall become a part of the international law. Our ministers will also be instructed to urge as a rule of international law a blockade shall not be a restriction upon trade, but shall be a strictly military work, thus permitting merchant vessels to pass blockading squadrons. If this can be accomplished, we shall have no more stoppage to our ocean mail service, and commerce upon the seas will be unobstructed by reason of the existence of war between France and Prussia.

LATEST SHIPPING INTELLIGENCE.

For additional Marine News see Inside Pages.

(*By Telegraph.*)

NEW YORK, July 26.—Arrived, steamship Manhattan, from Liverpool.

PORT OF PHILADELPHIA.....JULY 26

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

7 A. M.....88 | 11 A. M.....90 | 2 P. M.....96

CLEARED THIS MORNING.

Steamer A. C. Stimers, Lenny, New York, W. P. Clyde & Co.
Steamer Ann Eliza, Richards, New York, do.
Steamer Mayflower, Fultz, New York, do,
Brig Proteus, Hall, Havana, Workman & Co.
Schr E. Sinnickson, Winsmore, Providence, Sinnickson & Co.
Schr James Ponder, Hudson, Boston, do.
Schr Reading RR. No. 49, Little, Hartford, do.
Schr Hazleton, Cummings, Taunton, do.
Schr C. W. May, Euson, Allen's Point, do.
Tug Hudson, Nicholson, Baltimore, with a tow of barges, W. P. Clyde & Co.
Tug Chesapeake, Merrihew, Havre-de-Grace, with a tow of barges, W. P. Clyde & Co.

ARRIVED THIS MORNING.

Steamship Hunter, Harding, 36 hours from Providence, with mdse. to D. S. Stetson & Co.
Steamer W. Whildin, Riggans, 13 hours from Baltimore, with mdse. to A. Groves, Jr.
Steamer Bristol, Wallace, 24 hours from New York, with mdse. to W. P. Clyde & Co.
Steamer Diamond State, Wood, 11 hours from Sassafras River, with mdse. and passengers to A. Groves, Jr.
Schr Juliet Kenyon, Buckingham, from Chester, Conn., with stone.
Schr Fanny G. Warner, Dickinson, from Chester, Conn., with stone.
Schr Breadfield, Crowell, from Hallowell, Me., with ice to Knickerbocker Ice Co.
Schr James Warren, ——, 20 days from Calais, Me., with lumber and laths to T. P. Galvin & Co.
Schr J. C. McShain, Cavanagh, from Georgetown, D. C., with coal.
Schr H. G. Fay, Prescott, fm Calais, with lumber.
Schr Frank Herbert, Baker, from Cape Cod, with ice to Southwark Ice Co.
Schr L. & A. Babcock, Smith, from Boston.
Schr E. G. Irwin, Johnson, from Salem, Mass.
Schr Elector Bailey, Smith, from New York.
Schr Ellie L. Smith, Smith, from New York.
Schr Maria Roxana, Palmer, from Boston.
Schr James Satterthwait, Kimmey, from Norwich, Conn.
Schr B. Bradley, Mulligan, from Hartford, Conn.
Schr James A. Parsons, Young, from Boston.
Tug Thos. Jefferson, Allen, from Baltimore, with a tow of barges to W. P. Clyde & Co.
Tug Fairy Queen, Wilson, from Havre-de-Grace, with a tow of barges to W. P. Clyde & Co.

BELOW.

Mr. Israel Hughes, pilot, reports a light bark coming in the Capes this morning.

MEMORANDA.

Ship Royal Charlie, hence for Hamburg, passed Deal 12th inst.

Steamers Benefactor, Pennington, from Wilmington, N. C., and Manhattan, Woodhull, from Charleston, arrived at New York yesterday.

Bark Masonic, Morse, hence for Antwerp, was spoken 10th inst., lat. 49, long. 14.

N. G. bark Clara, Probst, from Antwerp for Philadelphia, was spoken 11th inst., lat. 49, long. 8.

SECOND EDITION

LATEST BY TELEGRAPH.

CABLE WAR NEWS.

The French Secret Treaty.

Will England Interfere?

Another Prussian Reconnoissance.

A Reported French Victory.

Horrible Massacre in Ava.

Fourteen Hundred Persons Killed.

North Carolina Insurrection.

Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

Excitement Over the Secret Treaty.

LONDON, July 26.—The excitement occasioned by the publication of the secret treaty between France and Prussia is increasing as the evidence becomes more clear that the document is genuine. Nearly all the journals of London have editorial remarks this morning on the subject, and they are all similar in tone. "France must explain this offensive treaty" are the words of the *Times* and the burden of the London press. There is no question but that the press, and the *Times* particularly, are seeking to make this treaty a pretext for the intervention of England in favor of Prussia.

The Attitude of Ireland

is also commented upon. After giving the details of many meetings recently held in Ireland, and strong resolutions of sympathy for France which have been adopted, the *Times* asserts that this sympathy is altogether due to Catholicism, and in consequence of the hatred of German Protestantism.

French Fleet for the East.

DOVER, July 26.—Nine French frigates under full steam passed this point to the eastward late yesterday afternoon. A great crowd of spectators assembled on the bluffs to witness the exciting scene.

Skirmish and Reported French Victory.

PARIS, July 26.—The *Journal Officiel* of this morning says that Marshal Lebœuf late last night telegraphed the Emperor that General Beonis had repelled a reconnoissance of the enemy, near the town of Niederbronn, twenty-six miles northwest of Strasbourg. One officer, a Bavarian, was killed and two made prisoners.

The *Figaro*, in its account of the affair, insists that the officer killed was an Englishman.

This Morning's Quotations.

LONDON, July 26—11·30 A. M.—Consols 89 for both money and account. American securities dull; five-twenties of 1862, 80¾; of 1865, old, 80¼; of 1867, 81; ten-forties, 79. Stocks flat; Erie, 15½; Illinois Central, 103; Great Western, 21.

LIVERPOOL, July 26—11·30 A. M.—Cotton opened quiet; middling uplands, 8¾d.; middling Orleans, 8¾d. The sales to-day are estimated at 10,000 bales. Wheat, 10s. for No. 2 red Western.

BREMEN, July 26.—Petroleum closed heavy yesterday at 6 thalers.

HAMBURG, July 26.—Petroleum closed dull last evening.

This Afternoon's Quotations.

LONDON, July 26—2 P. M.—Consols 89¾ for money and account; 5-20s of 1862, 81; of 1865, 81, and of 1867, 80¾. Railways dull. Erie, 15; Illinois Central, 102.

FROM WASHINGTON.

Naval Movements.

Special Despatch to The Evening Telegraph.

WASHINGTON, July 26.—The United States steamers Delaware and Ashuelot were at Hong Kong, China, June 11. The English iron-clad frigate Ocean, Vice-Admiral Kellett's flagship, was also there, accompanied by two or three small gunboats. There were also two Chinese gunboats in that port.

Rear-Admiral Rowan was at Yokohama May 25, and at Hong Kong June 11, and was preparing to sail for Singapore the next day, where he will be relieved of his command by Rear-Admiral Rodgers.

The Nipsic,

Lieutenant-Commander Byron Wilson, sailed from New York July 23d for Charlottetown, Prince Edward's Island.

The "Middies."

Commander S. P. Carter, commanding the midshipmen's practice squadron, reports his arrival at Plymouth, England, on the 12th of July, 23½ days from the Capes of Virginia.

The Juniata,

of the European fleet, Commander Luce, was in the English Channel on the 11th of July.

Commander Nicholson,

commanding the United States steamer Beniecia, reports to the department his arrival at Simon's Bay, South Africa, June 2, from Rio de Janeiro, after a boisterous passage of twenty-seven days.

The Shenandoah,

which is being prepared for sea at Boston, will receive her officers and crew on the 10th of August, and the Guerriere at New York on the same date.

FROM CAPE MAY.

General Meade and the 5th Maryland Review.

Special Despatch to The Evening Telegraph.

CAPE ISLAND, July 26.—Colonel Duffy, of the Stockton House, has received the following telegram:—"Myself and two staff officers will arrive on Wednesday morning and stay at the Stockton. GEORGE G. MEADE,

"Major-General United States Army."

This determines positively the presence of General Meade at the review of the Maryland Regiment to-morrow.

FROM THE PACIFIC COAST.

Treasure Shipments.

SAN FRANCISCO, July 26.—The treasure shipments overland to New York last week amounted to $236,000.

The Sutro Tunnel

has now been bored a distance of 1390 feet. The porphyry found in the tunnel requires blasting, and the water is increasing in quantity.

Chinese Emigrants.

The ship Sardis has arrived here from Hong Kong with 180 Chinese emigrants.

FROM THE SOUTH.

The North Carolina Insurrection.

FORTRESS MONROE, July 26.—Three companies of artillery left here this morning for Raleigh, N. C., to aid the Governor to enforce the laws in that State.

Inspection of Ordnance.

Secretary Belknap and General Dyer, Chief of Ordnance, leave this morning for the Springfield and Watervliet Arsenals for inspection purposes. The Secretary of War will be absent until Monday.

Galveston Cotton Market.

GALVESTON, July 26.—Cotton dull and nominal; good ordinary, 14¾@14¾c; sales 40; net receipts 49. Stock, 8079.

FROM NEW ENGLAND.

Destructive Fire in Maine.

SOUTH BERWICK, Me., July 26.—A destructive fire occurred this morning, originating in the Central Building, occupied by stores and offices, which was destroyed. Loss on building $7500, and on stock of occupants $13,000; partly insured. The flames spread to adjoining buildings, and destroyed those owned and occupied by J. H. Davis, Chas. Rayner, John A. Hooper, Ruth G. Witt, Noah Pike, Chas. Mallory, Farington & Barr, Chas. E. Whitehead and Miss Lenton. Total loss estimated at $40,000; insurance, $17,000.

FROM ASIA.

Terrible Massacre in Ava.

LONDON, July 26—2 P. M.—A brief despatch just received via Point de Galle reports an insurrection in the principal city of Ava, resulting in the massacre of fourteen hundred persons.

The Weather at the Seashore.

July 26—9 A. M.	*Wind.*	*Weather.*	*Ther.*
Atlantic City	N. W	Clear	78
Cape May	N. W	Clear	82

FINANCE AND COMMERCE.

EVENING TELEGRAPH OFFICE,
Tuesday, July 26, 1870.

The weekly bank statement yesterday is the most unfavorable we have had to record for many weeks past. There is a general falling off in the items, without an exception. The loans are less by $352,571, legal-tenders by $216,231, specie by $52,754, and the deposits by $1,065,417. The latter item is rather heavy, though not more so, considering the enormous expenditures in pleasure and travel and the excitement created in financial circles by the approaching European war, than might be expected.

The loan market to-day is moderately active, and rates are very firm, but not materially changed. We quote call loans at 5@6 per cent., and prime discounts at 6@9 per cent., the latter for long date paper.

Gold continues active, and is somewhat steadier. Sales ranged between 121¼ and 121⅝ up to noon.

Governments, despite the advance in gold, show a downward tendency this morning.

Stocks were dull and prices unchanged. No State or city securities were sold. Reading Railroad was in fair demand, with sales at 47@47·44 b. o. Pennsylvania sold at 57½; Camden and Amboy at 115; Lehigh Valley at 57¼; and Oil Creek and Alleghany at 44½ for small lots.

In the balance of the list there was a solitary sale in Dalzell Oil at ·56.

PHILADELPHIA STOCK EXCHANGE SALES.
Reported by De Haven & Bro., No. 40 S. Third street.

FIRST BOARD.

$500 W Jersey R 7s.	96¼	100 sh Read R..b30.	47¼
$100 Union C bs....	47	100 do.....	47 1-16
20 sh Penna R.....	57½	200 do.....s.	47 1-16
53 do .....s.	57¾	100 do.....b60.	47·44
6 do.....	57½	100 do.....	47·44
20 sh Cam & Am R.	115	100 do.....	47 1-16
15 sh Leh Val.....	57¾	200 do.....s.	47 1-16
32 do.....s5.	57¾	100 do.....	47 1-16
12 do.....	57¾	200 do.....	47 1-16
100 sh O C & A R...	44¾	100 do.....	47 1-16
300 sh Dalzell Oil..	·56	100 do.....	47
200 sh Read R..s30.	47	300 do.....s.	47
100 do.....	47	100 do.....b60.	47¾
100 do.....s30.	47	200 do.....b60.	47¾

JAY COOKE & Co. quote Government securities as follows:—U. S. 6s of 1881, 112¾@113; 5-20s of 1862, 109¾@110; do., 1864, 109¼@109¾; do., Nov. 1865, 109¾@109¾; do. do. July, 107¾@108⅛; do. do., 1867, 108¼@108¾; do. 1868, 108⅞@109⅛; 10-40s, 106½@106¾; Pacifics, 11@111¾. Gold, 121¾.

MESSRS. DE HAVEN & BROTHER, No. 40 S. Third Street, Philadelphia, report the following quotations:—U. S. 6s of 1881, 112¾@113; do., 1862, 109¾@109¾; do. 1864, 109¼@109¾; do. 1865, 109¼@109¾; do. 1865, new, 107¾@108⅛; do. 1867, do. 108¼@108¾; do. 1868, do., 108¾@109⅛; 10-40s, 106½@106¾. U. S. 30 Year 6 per cent. Currency, 111@111¾; Due Comp. Int. Notes, 19; Gold, 121¼@121½; Silver, 111@114; Union Pacific R. R. 1st Mort. Bonds, $815@830; Central Pacific R. R., $850@870; Union Pacific Land Grant Bonds, $745@780.

NARR & LADNER, Brokers, report this morning Gold quotations as follows:—

10·00 A. M.	121¾	10·06 A.M.	121¾
10·01 "	121¾	11·00 "	121¾
10·02 "	121¾	12·00 M.	121¾
10·05 "	121¾		

New York Stock and Money Market.

NEW YORK, July 26.—Stocks dull. Money 5@6 per cent. Gold, 121¼. 5-20s, 1862, coupon, 109¾; do. 1864, do., 109¼; do. 1865, do., 109¾; do. 1865, new, 107¾; do. 1867, 108¼; do. 1868, 108¾; 10-40s, 106½. Virginia sixes, new, 60; Missouri sixes, 88½; Canton Company, 60; Cumberland preferred, 35; New York Central and Hudson River, 92¾; Erie, 20¼; Reading, 93¾; Adams Express, 64½; Michigan Central, 117; Michigan Southern, 90¼; Illinois Central, 129; Cleveland and Pittsburg, 105; Chicago and Rock Island, 112½; Pittsburg and Fort Wayne, 92; Western Union Telegraph, 34.

Philadelphia Trade Report.

TUESDAY, July 26.—There is a firmer feeling in Cotton, with sales of middling uplands at 20c. and Gulf at 20¼@20½c.

There is no inquiry for Quercitron Bark, and No. 1 is nominal at $30 per ton.

A sale of 50 bags Cloverseed at $9 40. Timothy is held at $7·50 per bushel. The market is bare of Cloverseed, and it is wanted.

There is no essential change to record in the Flour market, except that the demand has materially fallen off, and the receipts are much smaller than was generally anticipated. The sales are light, comprising 600 barrels in lots at $5·40@5·62½ per barrel for superfine; $5·75 for extras; $6·50@7·25 for low grade and choice Northwestern extra family; $7@7·50 for State do.; $7@7·62½ for Indiana and Ohio do. do.; and $7·75@8·75 for fancy; 600 barrels City Mills sold on secret terms. Rye Flour is steady at $6. In Corn Meal no transactions.

The Wheat market is dull and prices favor buyers. Sales of 2500 bushels Western and Pennsylvania red at $1·60@1·69, and new Delaware at $1·55. Rye is strong at $1·10@1·12. Corn is very dull and prices hardly maintained. Small sales of yellow at $1·11@1·13, and Western mixed at $1·06@1·08. Oats are also dull and lower. Sales of Pennsylvania at 64@66c.

Whisky is very quiet; small sales of Western iron-bound kegs at $1·05.

Warm-Weather Theatricals.

London *Punch* for the hot weather presents the following attractive theatre advertisement:—

During the Oppressive Heat the Theatre will be Iced.

Private Refrigerators to hold four persons, four guineas.

Some Fresh Airs by the Orchestra every half hour.

The Performance will commence with the farce,

Cool as a Cucumber.

After which the Romantic Drama entit'ed

The Sea of Ice.

To conclude with the laughable afterpiece called

Nothing to Wear.

SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals upon Current Topics—Compiled Every Day for the Evening Telegraph.

THE GLOBE THEATRE.

From the Boston Traveller.

"Heaven be with you, good people; go, and perform your play, and if there be anything in which I may be of service to you, command me, for I will do it most readily, having been from my youth a great admirer of masques and theatrical representations."—*Don Quixote, Part II, Chap. XI.*

Mr. Arthur Cheney has finally decided—and with great wisdom too—to call his theatre "The Globe." The pertinence of this name no one can for a moment doubt. There is no unmeaning classicality to it; it is good wholesome Saxon, well sounding, and comprehensive, while it commemorates, for the first time in this country, we think, that famous "Globe Theatre" to which William Shakespeare was first attached, of which he became subsequently one of the patentees in conjunction with such worthies as Heminge, Condell, and Burbage, and for which theatre some of his noblest works were written. The name selected will, therefore, be recognized as one of extreme felicitousness. The general management of the theatre, as is already well known, will be in the hands of that renowned actor Mr. Charles Fechter, who will have associated with him a dramatic company superior in all respects to any which has ever appeared on the boards of Boston. Among those already engaged for the season are Mr. James W. Wallack, Mr. George H. Griffiths, Mr. C. H. Vandenhoff, Miss Carlotta Leclercq, Mrs. F. S. Chanfrau, Mrs. E. L. Davenport, and others whose names will be announced in due season. Mr. Fechter will bring with him from Europe Messrs. Arthur and Charles Leclercq, who are both celebrated as ballet and pantomimic artists, and the former of whom will assume the duties of stage-manager, for which position he is said to be admirably adapted.

The opening will take place on the evening of Monday, September 5, the drama of *Monte Christo* being the first effort of the new management, which will be brought out in a style of great magnificence. The scheme of the season, which will last forty weeks, was fully laid out before Mr. Fechter's departure for England, and will be adhered to rigidly. There will be no uncertainty on the part of the management as to what to produce, and there will be no disappointments whatever with reference to announcements which will be made. During the recess the theatre is undergoing general renovation.

The house in which Mr. Selwyn resided on Brimmer place, and adjoining the theatre, is being converted into ladies' dressing-rooms, and also fitted up with a private office for Mr. Fechter, and from this building entrances are to be cut to the stage and green-room. The nightly expenses of the theatre will, as a matter of course, be greatly enlarged, and an increase in the scale of prices of admission will be necessary for the management to protect itself.

There can be no question of the future success of the theatre. Croakers there are, even now, in plenty, who are only too happy in decrying the management and predicting utter failure. The wish is father to the thought. Many there are who lament the change which has been made in the management, and cannot see the necessity of it. These are in ignorance of the attendant circumstances which rendered the change an imperative necessity.

"Diseases, desperate grown,
By desperate appliance are relieved,
Or not at all."

Any one who is at all familiar with the interior workings of the theatre: any one who had opportunities for seeing how it was managed—nay, let us rather say mismanaged—during the past season, could not but be aware of the fact that the future of the establishment demanded on the part of its owner a radical change in his agents, who, where capacity was expected, showed nought but incapacity. There was a lack of harmony existing between the manager and certain members of the company almost from the opening of the season; internal dissensions were numerous; there was an evident want of proper managerial authority and government; certain of the actors could and did act outrageously to the public and hostile to the interests of the theatre, and yet the worse they acted the more were they tolerated; faith was not kept with the public—egotistical managerial promises were strong, while performance was lamentably weak: the public confidence was shaken, the public patronage was withheld, and finally there was but one course left open to the proprietor, and that was a change of managers. That the change will be for the better we feel sure the coming season will demonstrate. The position of manager of a theatre is one of great delicacy as well as one of great responsibility, and calls for the exercise of varied accomplishments. The theatrical manager, like the poet, is created not born. The faculty of giving a tasteful setting to the stage is but an infinitesimal part of the business. A manager should be a man of sufficient scholastic attainments to enable him to judge of the literary merits of a production, so as not to reckon as pure gold the merest dross; he should be a man of firmness of character, able to govern instead of allowing himself to be governed; a man not only capable of commanding respect for his position among his subordinates, but capable of exacting it: a man, politic as a Machiavel, knowing how to reconcile all differences and how to deal with the weaknesses, the vanities, and the jealousies of each individual member of his company; a man so familiar with the works of the great masters of the stage as to be an undoubted authority in all matters of dramatic art, and from whose decisions no appeal should be tolerated; he should be a modest, unassuming gentleman, strictly attentive to his business, always keeping himself in the background, and thrusting himself on the public notice only when necessity calls for it, being at all times felt but very rarely seen. These are some of the qualities necessary in a manager, and we believe that Mr. Fechter combines them in an eminent degree. Of his abilities as an actor the public are informed. We have faith in him as a manager, and believe that his career with us in that respect will be to the full as satisfactory.

VIRGINIA.

From the Richmond Enquirer.

The physical power of Virginia has been greatly reduced by the events of the ten years last gone. Her character and her moral influence over those who respect virtue, valor, and intellect have been maintained. Shall this last be frittered away, and this great old Commonwealth be bowed in humble readiness to receive all the blows that may be inflicted by those who hate or envy her?

While Virginia has been greatly injured in the period referred to, she has not been ruined. She yet has the power of recuperation, and may again restore something of her ancient pride and strength of character. She has the elements of greatness yet within her reach. If she does not use them, she will lose them forever. Upon the preservation of the hope and spirit of her people depends all of the future for this distressed Commonwealth. Every Virginian owes it to his country, as a sacred duty, to lend all his strength, whether it be much or little, to avoid any further humiliation of the Virginian people.

A new element has been introduced in the political system of Virginia. It is the population of African descent—the best population, mentally and physically, which can be found of that race on the globe. If that race can be safely and judiciously introduced to political control anywhere in the world, it can be done in Virginia. That it shall be so introduced here is a fixed and irreversible fact. Our first great duty to ourselves and to them is to arrange so that their power shall be exercised, if not with advantage, at least with the smallest injury, to the Virginia body politic. We must look ahead, not behind us. We must seek to elevate this race to a position fit for association with the grand old Virginian race in the political control of the country. If the colored people are always to be kept ignorant and degraded, there will always be found men enough among us—native or imported—to join them and give them power. To elevate them above such influences is the first and most urgent duty of the Virginian patriot.

This can be done chiefly by two agencies—education and employment. Enlighten labor, and give labor a chance to earn a livelihood by honest labor. When these two things are accomplished, we may hope to see the Virginian negro assume and maintain his accustomed superiority over all others of his race on this continent. Give him a hope in the country, and the country may have a hope in him.

But this first step towards the permanent advancement of the negro cannot be made until the white race are reduced to some measure of comfort and prosperity. When property becomes available for easy income, labor becomes assured of easy employment. Property must be relieved of the overbearing weight of debt and taxes before labor can be relieved of the embarrassments occasioned by want of remunerative employment. The true and permanent prosperity of the property and the labor of our society are bound together in one package, and embarked in the same boat. If one goes down the other cannot be saved. It is idle to draw a line of separation. The separation will not take place. Labor and property must together be saved, or united they must suffer great if not unendurable disaster. The three leading points at which danger to both classes approaches now are debt, taxes, and ignorance. All three must be reduced, or at any one of the three may the State be destroyed.

THE EUROPEAN WAR AND AMERICAN POLITICS—FREE TRADE.

From the N. Y. World.

The great war which is about to ravage Europe will enlarge the mental horizon of the American people and familiarize their thoughts with the influence of our foreign relations on our internal prosperity. The fierce domestic controversies which have torn and distracted this country for the last fifteen years have concentrated attention on home affairs, and made us oblivious to the fact that our country is a member of the great community of nations, and that its prosperity is affected by its environment as well as its internal organization.

The immediate and perhaps the most important effect of the war on our interests will be to raise the prices of our agricultural products and increase our exports. Now, in proportion as we become an exporting nation, and our attention is more and more fixed on the state of foreign markets, our people will be proselytized to the doctrines of free trade. England stands in the forefront of all free trade nations, because she is, beyond all others, the great exporting nation. Our Southern States have always, for a similar reason, led the van of free trade in this country. As soon as cotton came to be cultivated on such a scale that the home market could not take the crop, and a great part of it had to be exported, the cotton States stood as a solid phalanx to fight the battles of free commerce. The impulse which will be given by this war to the exportation of Western products will rapidly ripen the free trade sentiments which have already made such gratifying progress in that section.

In the early part of this century, when all Europe was involved in the great Napoleonic wars, and the United States, from their position as neutrals, were the chief carriers of foreign commerce, and our crops were taken at high prices by European consumers, there were no advocates of ultra protection, although the science of political economy was then in its infancy. The favorite political motto of that period was, "Free Trade and Sailors' Rights." The war with Great Britain, declared in 1812, cut off our foreign commerce and stimulated domestic manufactures. Soon after the close of that war, Waterloo and the exile of Napoleon restored peace to Europe, and as soon as the industry of that quarter of the globe began to recuperate, we lost the foreign markets which had enriched us for the first ten or twelve years of the century. It was then that the cry for protection arose and became for many years the rallying point of our politics. The result was, first, the protective tariff of 1824; afterwards, the more highly protective tariff of 1828, denounced as the "bill of abominations;" then South Carolina nullification, followed by the immediate reduction of duties by Mr. Clay's celebrated compromise tariff of 1833. The leading argument of the protectionists, from the time the controversy opened after the peace of 1815 down to the triumph of free trade in the Democratic revenue tariff of 1846, was the importance of manufactures as affording a market for our agricultural products. During all that period the question of protection was discussed as a question of markets; and it is perhaps only in this view that it can find ready access to the popular mind.

When our civil war broke out, our exports were arrested, and a vast home market for everything we could produce was created by the consumption of our armies. The protectionists never dominated over us with such absolute and oppressive sway as during this interruption of our export trade. Within two or three years after the close of the war, when our countrymen began to realize again the importance of foreign markets, a free-trade reaction set in, and all the most widely circulated public journals of the West, of both political parties, have become zealous anti-protectionists. The European war, by increasing the foreign demand for our products and increasing our exports, will further develop this tendency and give a new impetus to the free-trade movement.

The reason why exporting communities favor free trade is easily explained. People who sell abroad must of course buy abroad, and it is for their interest to buy cheap. They do not export their products to be given away, but to be sold; and purchasers can pay for them only by the products of their own industry. In the long run, the exports and imports of a country will nearly balance, the difference in their value consisting merely of the profits or losses of trade. If an American planter exports a cargo of cotton and brings back a cargo of iron, the amount of the return cargo, or, in other words, the price received for the cotton, depends on exemption from levies at the custom-house. A duty of fifty per cent. on iron confiscates one-half of the return cargo, and the planter receives for his crop only half of its value in other products. This is so clear that all producers for exportation soon perceive it, and grow restive under the exactions by which they are robbed of a great part of the fruits of their industry.

The American grain-grower or cotton-grower, if we look to the ultimate result of his operations, is engaged in the business of supplying the market with iron and manufactured goods. There are not American mouths enough to consume all the grain, nor American backs enough to wear out all the cotton; and so the surplus grain and cotton are transmuted by foreign commerce into manufactured goods, which must be as worthless as the surplus grain or cotton unless they can find a market. If the grain-grower can supply iron cheaper than the miner and smelter, it is a wrong to him and to the public to prevent him from doing so. He is fairly entitled to all the iron which his grain will buy, and the public is entitled to purchase it at the lowest price. The iron which is imported by an American grain-grower is as truly a product of American industry as if the ores had been smelted in this country; and it is against all justice to confiscate one half of it because its producers offer to sell it cheap.

The war will convert all the Western farmers into as staunch free-traders as the Southern planters have always been since the cotton crop became too large for home consumption. Exporting great quantities of grain, they will wish to receive all the goods it will exchange for, which they cannot do when from one-third to one-half of every return cargo is confiscated at the custom-house. The transportation of the return cargoes will cost very little, even when the goods are delivered in the extreme West. Ships which go out freighted with grain must either return in ballast or bring cargoes of goods; and grain is so heavy and bulky in proportion to its value that they cannot return with full freights. Rather than come back in ballast, they will take freights at moderate and almost nominal rates: and the same remark is true of our canals and railroads in their westward trips. The West will not consent to forego the great advantages of cheap goods in foreign markets and cheap transportation home; and that section, in conjunction with the South, will promptly break down the tariff. Both sections will be more powerful after the census of this year, and as both depend on exportation for a market, they have a common interest in establishing free trade, and will act together.

THE AUSTRIAN EMPIRE.

From the N. Y. Tribune.

The neutrality of Austria and Russia may now be considered assured unless in the course of the war new complications, which at present there is no special reason to apprehend, should be introduced into the quarrel. Indeed, the policy indicated by the Czar's note and Baron von Beust's circular is obviously the proper one for both these nations. Russia has not much to gain by helping either side, for her march is towards the South and Southeast, and her growth is by building up a new civilization rather than absorbing dismembered fragments of the older powers. Her finances are not in a prosperous condition. Her progress in Asia has lately been unexpectedly checked. She can do nothing better than wait patiently, nurse her strength, develop the railways and other works which she needs for military quite as much as commercial reasons, and watch her opportunity.

For Austria neutrality seems to be not merely advisable, but imperatively necessary. She is far less able to encounter Prussia now than she was in 1866. Sadowa was a blow from which she never has recovered, and if she regain a leading place among continental States it is not likely to be as a German power. Our readers will remember that one of the principal features of the reconstruction of Austria after the defeat of 1866 was the division of the empire into two great component parts, namely, the kingdom of Hungary and the hereditary provinces of Austria proper. It is in the former that the strength and vitality of the country seem now to lie, and it is from Buda-Pesth that we look with the most hope for signs of political regeneration. In four years the progress of that revived nation has been astonishing. The Magyars, under the leadership of Deak, have risen from the bitter abasement in which they were held so long by a cruel despotism, the scars and sorrows of the struggle have been forgotten, and the patriots have returned from long exile to take the lead in re-establishing the ancient kingdom, with its own laws and its own constitutional government. Mr. Bancroft, in a despatch to Secretary Fish, has recently drawn a striking picture of this revival. "The exiles of 1848," he says, "returned home rich with all the political experience and wisdom of the Western States of Europe and of the United States. American influence and American reminiscences are everywhere observable. Hungarians who had been in America are frequent in the streets of Pesth. One of the representatives was a former naturalized American citizen. The city of Buda, the residence of the Emperor-King, selected for its Mayor a Hungarian exile who had resided as an American citizen in New York. Yielding to their request, he returned home, resumed his position as a citizen of Buda, and was placed at the head of the city magistracy." Under these influences the people are prosperous and contented, commerce and enterprise flourish, the population rapidly increases. "No nation in Europe," says the document from which we have just quoted, "is at this moment moving forward like the Hungarian people. They have not seen so happy days since the battle of Mohaez, or rather never in the course of their history."

Austria proper, on the other hand, consists of seventeen different provinces, without unity of religion, nationality, language, commercial interests, or political aspirations. It is not even territorially compact. In this part of the empire (sometimes known as the Cisleithan provinces, while Hungary is styled Transleitha), it was supposed that the Germans, who constitute rather less than one-third of the population, would play the same part as the Magyars in Hungary. But the Germans have never lost the hope of reviving the great German Empire, and, even if they could be brought to love the Austro-Hungarian power with which they are connected, they could make little headway amid the conflicting interests which distract them. Poland dreams of a national revival under some second and more fortunate Kosciuzko. The Czechs clamor for a new kingdom of Bohemia, and with the other Slavi generally resent the preponderance of power given to Germans and Magyars, who both together make up only 14,000,000 out of the 35,000,000 of inhabitants of the empire. Dissatisfaction and jealousy, indeed, in the Cisleithan provinces are all but universal.

On the subject of the present war, it would probably be impossible to reconcile the wishes of the Government with the interests of the two halves of the empire. While the Austrian Germans have shown a factious disposition to prevent the union of North and South Germany, being naturally jealous of the Prussian Confederation so long as they do not belong to it, their sympathies nevertheless are all with their Prussian countrymen, and they would be strongly averse to a coalition with France for the purpose of humiliating the Fatherland, and defeating that ultimate union of all the German peoples which, in some way not yet understood, they hope to accomplish. The Magyars have no objection to a union between North and South Germany, so long as Austrian Germany does not join it too. They believe that the Hungarians and the people of the crown lands must work together for the glory and prosperity of the empire; but they would not be sorry to have for neighbors a confederation of German States upon which they could depend as friends and allies. Above all things they want peace, that their budding prosperity may have time to develop, and, until their safety is directly menaced, we may be sure the movement for a French alliance will find no countenance from them. Austria, therefore, if she went into this contest, would do so against the strenuous opposition of her own subjects, and moreover run imminent risk of giving her rickety Cisleithan provinces a shaking which would shake them to pieces.

THE HEAT PHENOMENA OF THE PRESENT YEAR.

From the N. Y. Herald.

When we wrote, some days ago, in reference to the fearful drought and heat which have almost destroyed the crops on a wide belt of the European Continent, we laid the flattering unction to our souls that the hot spell of our atmosphere was at an end. But the solar fervors have returned upon us during the past week with redoubled fierceness. While the temperature in New York city has ranged, between six o'clock in the morning and six o'clock in the evening, from ninety degrees to ninety-eight degrees Fahrenheit, in the shade, and therein has exceeded the rate at Galveston, New Orleans, Key West and Havana, the heat has been even more extreme at several points in the West. At St. Louis it sent the mercury up to one hundred and four in the shade on the 23d, while at Peoria, Ill., it drove the fickle fluid to one hundred and six on the 21st instant. These are rates almost beyond human endurance, for it must be remembered that in the greater number of the homes occupied by the poorer classes the heat ascends from ten to fifteen degrees above the outside temperature, and that there the aged and the juvenile members of the household have chiefly to remain. It is impossible not to fear that a long continuance of such more than African torridity must result in widespread epidemic. An increase of but a very few degrees would materially impair the chances of existence for thousands whose daily avocations call them out of doors. As it is while we write this article the colossal marble image of St. Paul in the niche on the facade of the grave old church directly opposite the *Herald* office, on Broadway, seems, with half open mouth and upturned face, to pant, not merely through exhaustion, but with an expression of awe, as though beholding apocalyptic portents in the glowing firmament. The stone walls of the adjacent buildings radiate the heat like huge burning glasses, and while it dazzles the gaze to look at them the reflected beams of heat thrown back from them strike on the skin like fiery darts. Were the entire City Hall Park not shorn as now of half its fair proportions, but fully restored and converted into one vast cluster of sparkling water-jets and fountains, the thirsty, palpitating multitude would well-nigh drink it dry. Poor humanity actually suffers at every motion and with every step, and the real death-roll is steadily increased far beyond the ordinary returns.

Upon examination of our exchanges we find that this intense heat extends over a zone in America of about eight hundred miles in width, north and south, and reaching from here to the Pacific in longitude. At nearly all points within that zone the temperature is admitted to be higher than was ever known there before for the same length of time, and up to the latest moment of advice there seems to have been no diminution. If we now turn our attention to the Eastern continent a similar state of things confronts us there. The latitude of Paris swelters under a heat of ninety-five degrees in the shade, the parks of London are so bared of herbage and exhausted of water that their deer are half fed upon foliage and twigs clipped from the trees, and the summits of the Alps, where they are seen, gleam with a wavering and baleful effulgence, as though they, too, were tongues of fire darting up from the earth in its agony. The European belt of fervent heat corresponds almost exactly with our own, and no doubt the ocean link between is glowing with nearly equal severity, the relief there, if any, resulting from the fogs and clouds, accompanied by gusts of wind and dashes of rain which such intense evaporation must occasion.

Astronomers and physiologists are busy endeavoring to study out the causes of this exceptional condition, the aggregate effect of which upon our planet is equal to forces so stupendous as to strike the unaccustomed mind with terror. The general conclusion is that the entire solar system is passing through a region of the starry heavens, in its sublime circuit around the remoter centre, that exerts peculiar electrical effects upon not only all the attendant orbs, but on the vast luminary which furnishes our chief supply of light and heat. The main question now to thoughtful minds is how much longer these heat phenomena are to last, and what will be the summing up of their results to the nations directly affected? That they are to be followed by further disturbance of the elements, great storms of wind, thunder and lightning, and possibly by visible electrical manifestations in the heavens, of remarkable splendor and power, it is quite natural, on scientific principles, to anticipate. But we may have confidence that the Power in whose presence "the channels of the sea appear" and "the foundations of the world are discovered" has ordained and governed all these dispensations for the best.

JOHN FARNUM & CO., COMMISSION MERchants and Manufacturers of Connetoes, Ticking, etc. No. 23 CHESNUT Street, Philadelphia. 1 wtuf

SPECIAL NOTICES.

☞ NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE QUAKER CITY BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

☞ PHILADELPHIA AND READING RAILROAD COMPANY, Office No. 227 S. FOURTH Street, Philadelphia, June 29, 1870.
DIVIDEND NOTICE.
The Transfer Books of this Company will be closed on the 7th of July next and reopened on Wednesday, July 20.
A Dividend of FIVE PER CENT. has been declared on the Preferred and Common Stock, clear of National and State taxes, payable in cash on and after the 2nd of July next to the holders thereof as they stand registered on the books of the Company at the close of business on the 7th July next. All payable at this office.
All orders for dividends must be witnessed and stamped. S. BRADFORD,
6 29 1m Treasurer.

☞ NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE PETROLEUM BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five (5) hundred thousand dollars.

☞ THE UNION FIRE EXTINGUISHER COMPANY OF PHILADELPHIA
Manufacture and sell the Improved, Portable Fire Extinguisher. Always Reliable.
D. T. GAGE,
5 20 tf No. 118 MARKET St., General Agent.

☞ NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE GERMANTOWN BANKING COMPANY, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

☞ TREGO'S TEABERRY TOOTHWASH.
It is the most pleasant, cheapest and best dentifrice extant. Warranted free from injurious ingredients.
It Preserves and Whitens the Teeth!
Invigorates and Soothes the Gums!
Purifies and Perfumes the Breath!
Prevents Accumulation of Tartar!
Cleanses and Purifies Artificial Teeth!
Is a Superior Article for Children!
Sold by all druggists and dentists.
A. M. WILSON, Druggist, Proprietor,
3 2 10m Cor. NINTH AND FILBERT Sts., Philada.

☞ NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE GERMANIA BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to one million dollars.

☞ THE IMPERISHABLE PERFUME!—AS A rule, the perfumes now in use have no permanency. An hour or two after their use there is no trace of perfume left. How different is the result succeeding the use of MURRAY & LANMAN'S FLORIDA WATER! Days after its application the handkerchief exhales a most delightful, delicate, and agreeable fragrance. 3 1 tuths

☞ NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE WEST END BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to five hundred thousand dollars.

☞ HEADQUARTERS FOR EXTRACTING Teeth with fresh Nitrous-Oxide Gas. Absolutely no pain. Dr. F. R. THOMAS, formerly operator at the Colton Dental Rooms, devotes his entire practice to the painless extraction of teeth. Office, No. 911 WALNUT Street. 1 26s

CITY ORDINANCES.

COMMON COUNCIL OF PHILADELPHIA,
CLERK'S OFFICE,
PHILADELPHIA, July 8, 1870.

In accordance with a resolution adopted by the Common Council of the city of Philadelphia on Thursday, the 7th day of July, 1870, the annexed bill, entitled "An Ordinance to Create a Loan for a House of Correction," is hereby published for public information.

JOHN ECKSTEIN,
Clerk of Common Council.

AN ORDINANCE
To Create a Loan for a House of Correction.

Section 1. The Select and Common Councils of the City of Philadelphia do ordain, That the Mayor of Philadelphia be and he is hereby authorized to borrow, at not less than par, on the credit of the city, from time to time, for a House of Correction, five hundred thousand dollars, for which interest, not to exceed the rate of six per cent. per annum, shall be paid half yearly on the first days of January and July, at the office of the City Treasurer. The principal of said loan shall be payable and paid at the expiration of thirty years from the date of the same, and not before, without the consent of the holders thereof; and the certificates therefor, in the usual form of the certificates of city loan, shall be issued in such amounts as the lenders may require, but not for any fractional part of one hundred dollars, or, if required, in amounts of five hundred or one thousand dollars; and it shall be expressed in said certificates that the loan therein mentioned and the interest thereof are payable free from all taxes.

Section 2. Whenever any loan shall be made by virtue thereof, there shall be, by force of this ordinance, annually appropriated out of the income of the corporate estates and from the sum raised by taxation a sum sufficient to pay the interest on said certificates; and the further sum of three-tenths of one per centum on the par value of such certificates so issued, shall be appropriated quarterly out of said income and taxes to a sinking fund, which fund and its accumulations are hereby especially pledged for the redemption and payment of said certificates.

RESOLUTION TO PUBLISH A LOAN BILL.

Resolved, That the Clerk of Common Council be authorized to publish in two daily newspapers of this city daily for four weeks, the ordinance presented to the Common Council on Thursday, July 7, 1870, entitled "An ordinance to create a loan for a House of Correction;" and the said Clerk, at the stated meeting of Councils after the expiration of four weeks from the first day of said publication, shall present to this Council one of each of said newspapers for every day in which the same shall have been made. 7 8 24t

WHISKY, WINE, ETC.

CARSTAIRS & McCALL,
No. 126 Walnut and 21 Granite Sts.,
IMPORTERS OF
Brandies, Wines, Gin, Olive Oil, Etc.,
WHOLESALE DEALERS IN
PURE RYE WHISKIES.
IN BOND AND TAX PAID. 28 3pd

WILLIAM ANDERSON & CO., DEALERS in Fine Whiskies,
No. 146 North SECOND Street,
Philadelphia.

GENT.'S FURNISHING GOODS.

PATENT SHOULDER-SEAM SHIRT MANUFACTORY,
AND GENTLEMEN'S FURNISHING STORE.
PERFECTLY FITTING SHIRTS AND DRAWERS made from measurement at very short notice.
All other articles of GENTLEMEN'S DRESS GOODS in full variety.
WINCHESTER & CO.,
11 9 No. 706 CHESNUT Street.

UMBRELLAS—CHEAPEST IN THE CITY. JOHN DIXON'S, No. 21 S. EIGHTH Street. 10 18 mthi

SUMMER RESORTS.

BELMONT HALL,
SCHOOLEY'S MOUNTAIN, N. J.,
IS NOW OPEN.
This favorite resort has been greatly improved and enlarged, and offers superior inducements to those seeking a healthy, quiet, and fashionable retreat for the summer at reduced prices.
7 11 1m D. A. CROWELL, Proprietor.

LAKE GEORGE—LAKE HOUSE, CALDwell, N. Y.—Best of accommodations for families and gentlemen.
Board per day, $2 50; from June 1 to July 1, $14 per week; for the season, $14 to $17 50, according to room; for the months of July and August, $17 50; August, $21.
Open from June 1 to October 20. Address
6 6 2m H. J. ROCKWELL.

CHITTENANGO,
WHITE SULPHER SPRINGS,
Madison county, N. Y.
First-class Hotel, with every requisite.
Drawing-room and sleeping-cars from New York city, via Hudson River Railroad at 8 A. M. and 6 P. M., without change. Send for circular. 6 6 2m

BEESLEY'S POINT HOTEL, CAPE MAY CO., N. J., is now open for the reception of visitors
W. D. WOOD,
6 30 1m* Proprietor.

CAPE MAY.

McMAKIN'S ATLANTIC HOTEL
CAPE MAY. Rebuilt since the late fire and ready for guest Open during the year. Is directly on the sea shore, with the best bathing beach of the Cape.
Terms, for the summer, $3 50 per day and $21 per week
Coach from depot free. No Bar.
5 24 tuths2m JOHN McMAKIN, Proprietor.

THE PHILADELPHIA HOUSE,
CAPE ISLAND, N. J.,
IS NOW OPEN.
The house been greatly enlarged and improved, and offers superior inducements to those seeking a quiet and pleasant home by the sea-side at a moderate price.
Address, E. GRIFFITHS, No. 1004 CHESNUT Street, or Cape May 6 16 2m

UNITED STATES HOTEL, FORMERLY Sherman House, Cape Island. The undersigned respectfully informs the public that he has taken the above hotel, and will keep a plain, comfortable house, a good table, and the best wines and liquors that he can procure. Price of board, $17.50 per week. The house is now open for visitors.
6 27 1m JERE McKIBBIN, Agt.

OCEAN HOUSE, CAPE MAY, N. J.—THE BEST table on Cape Island. Numerous home-like comforts, location within fifty yards of the best bathing on the beach, are the principal advantages possessed by this first-class family hotel. No bar on the premises. S. TIE & SAWYER,
6 30 1m* Proprietors.

TREMONT HOUSE, CAPE MAY, N. J.—This House is now open for the reception of guests. Rooms can be engaged at No. 1903 MOUNT VERNON Street, until July 1.
6 16 2m MRS. E. PARKINSON JONES.

THE COLUMBIA HOUSE, AT CAPE MAY, IS again under the management of GEORGE J. BOLTON, who is also proprietor of Bolton's Hotel, at Harrisburg, Pa. 7 9stuth23t

S. W. CLOUD'S COTTAGE FOR BOARDERS FRANKLIN, opposite Hughes street, Cape Island. 7 8 1m*

ATLANTIC CITY.

UNITED STATES HOTEL,
ATLANTIC CITY, N. J.,
IS NOW OPEN.
Reduction of Twenty Per Cent. in the Price of Board.
Music under the direction of Professor M. F. Aledo.
Terms, $20 per week.
Persons desiring to engage rooms will address.
BROWN & WOELPPER, Proprietors,
No. 827 RICHMOND Street, Philadelphia.
26 thstulm 6 26 dlm 7 26 thstulm

BAIRD'S "CONSTITUTION HOUSE," CORNER ATLANTIC and KENTUCKY Avenues, Atlantic City, N. J.
This well-known House is now open for the reception of guests. MRS. M. A. LEEDS,
Late of Seaview House.
The bar will be under the superintendence of the late proprietor, and will be open in conjunction with the other part of the house.
7 9 stuthlm* HUGH BARR.

SURF HOUSE, ATLANTIC CITY, N. J. is now open for the season. Besides the advantage of location this house enjoys, and the fine bathing contiguous to it, a railroad has been constructed since last season to convey guests from the hotel to the beach. The house has been overhauled and refitted throughout, and no pains will be spared to make it, in every particular, A FIRST-CLASS ESTABLISHMENT.
6 11 2m J. FREAS, Proprietor.

LIGHTHOUSE COTTAGE,
Located between United States Hotel and the beach,
ATLANTIC CITY, N. J.
BOARD REDUCED.
Open from June 1 to October 1.
6 1 2m JONAH WOOTTON, Proprietor.

THE WILSON COTTAGE,
ATLANTIC CITY.
A new and well-furnished Boarding-house on NORTH CAROLINA Avenue, near the Depot.
Terms to suit.
7 6 1m* ROBERT L. FUREY, Proprietor.

BEACH COTTAGE, ATLANTIC CITY.—NOW open. A first-class Family Boarding House, MICHIGAN Avenue, near the Beach. NO BAR. Terms to suit all. Apply to J. B. DOYLE, Proprietor, or E. F. PARROTT, No. 35 N. EIGHTH Street, corner of Filbert. 7 1 1m

NEPTUNE COTTAGE (LATE MANN'S COTTAGE), PENNSYLVANIA Avenue, first house below the Mansion House, Atlantic City, is NOW OPEN to receive Guests. All old friends heartily welcome, and new ones also. MRS. JOHN SMICK,
6 11 2m Proprietress.

HEWITT HOUSE, ATLANTIC CITY, N. J. —This favorite house has been removed two squares nearer the ocean, and is now on PENNSYLVANIA Avenue, next to the Presbyterian church. It is now open for the season.
6 11 stuth2m A. T. HUTCHINSON, Proprietress.

MACY HOUSE, MASSACHUSETTS AVENUE, Atlantic City, is open the entire year. Situated near the best bathing. Has large airy rooms, with spring beds. Terms $15 per week.
6 25 6w GEORGE H. MACY, Proprietor.

CENTRAL HOUSE,
ATLANTIC CITY, N. J.,
is NOW OPEN for the reception of guests.
6 11 6w LAWLOR & TRILLY, Proprietors.

COTTAGE RETREAT ATLANTIC CITY N. J., is now open for the reception of guests. Terms moderate. MRS. McCLEES,
6 11 stuth 2m Proprietress.

PENN MANSION (FORMERLY ODD FELlows' Retreat), ATLANTIC CITY, is now in the hands of its former proprietor, and is open for the season.
6 11 2meod WM. M. CARTER, Proprietor.

THE "CHALFONTE," ATLANTIC CITY, N J., is now open. Railroad from the house to the beach. ELISHA ROBERTS,
6 11 3m Proprietor.

INSTRUCTION.

EDGEHILL, MERCHANTVILLE, N. J., WILL BE opened for SUMMER BOARDERS from July 1 to September 15, 1870.
The House is new and pleasantly located, with plenty of shade. Rooms large and airy, a number of them communicating, and with first-class board.
A few families can be accommodated by applying early.
For particulars call on or address
REV. T. W. CATTELL,
7 1 Merchantville, N. J.

RIVERVIEW MILITARY ACADEMY, POUGHKEEPSIE, N. Y.
OTIS BISBEE, A. M., Principal and Proprietor.
A wide-awake, thorough-going School for boys wishing to be trained for Business, for College, or for West Point or the Naval Academy. 7 16 stuthlm

CHEGARAY INSTITUTE, Nos. 1527 AND 1529 SPRUCE Street, Philadelphia, will reopen on TUESDAY, September 13. French is the language of the family, and is constantly spoken in the institute.
6 15 w1m 6m L. D'HERVILLY, Principal.

H. Y. LAUDERBACH'S ACADEMY, ASSEMBLY BUILDINGS, No. 108 S. TENTH Street. Applicants for the Fall Term will be received on and after August 15. Circulars at M. Warburton's, No. 450 Chesnut street. 5 30tf

NEWS SUMMARY.

City Affairs.

—A meeting of journeymen shoe-lasters was held last evening at the public house on Vine street, near Sixth, for the purpose of considering the expediency of forming a Lasters' Union.

—A meeting of the officers of the 1st Pennsylvania Cavalry was held last evening at their headquarters, for the purpose of adopting measures to assist in raising funds to be given to the widows and orphans of Prussian soldiers who fall in battle. Resolutions were adopted providing for the holding of a picnic on the 11th of August, the profits of which are to be handed over to the German Citizens' Committee.

—A running race of a mile heat and repeat for a purse of $1000 came off yesterday at Suffolk Park. The horses entered were Sleepy Jim, Fanny Kemble, Virginia Girl, and Wild Rose. After time being called for the start, they got off well together, with Sleepy Jim slightly in the lead. On the first quarter, Virginia Girl abandoned the contest. At the half-mile pole, Sleepy Jim was rapidly leaving his competitors, Wild Rose being second and Fanny Kemble third. Entering on the home stretch, Sleepy Jim increased his pace, and crossed the score in 1 minute and 59 seconds, winning the heat and race, the others being distanced. Afterwards there was a race between Sleepy Jim and Fanny Kemble of one mile heat. It was won by Sleepy Jim. Time, 2'06½.

Domestic Affairs.

—Gold closed yesterday at 120¾.

—Recruiting for the French army is being vigorously carried on in Canada.

—The treaty of peace between Brazil and Paraguay had not been signed on the 6th inst.

—Nearly all the business part of Concord, N. H., was destroyed by fire on Sunday morning.

—The customs receipts of the Government have not yet been affected by the European war.

—Secretary Boutwell will make the award in the matter of the Alaskan seal fisheries to-day.

—Four or five vessels are to be added to our European squadron for the better protection of our commerce.

—Surveying for the Northern Pacific Railroad was commenced at Olympia, Washington Territory, on Saturday.

—No purchases in this country of vessels or war materials, by France or Prussia, will be permitted by the Government.

—Consul-General Roesing says he can only receive as volunteers such Germans as are still subjects of Prussia and liable to its military service.

—Secretary Boutwell does not consider the prospect for funding the debt especially brilliant at present, and therefore will not attempt to hurry the scheme.

—A system of organized corruption and bribery between the ocean steamship lines and customs inspectors has just been revealed in New York by the Government detectives.

—A quarrel between the messenger of the Georgia House of Representatives and a member of that body, both colored, resulted yesterday in the former shooting and killing the latter.

—Yesterday, at Pottsville, the Board of Trade rejected the proposition of the Workingmen's Beneficial Association, and announced their intention of treating directly with the miners. This, it is said, insures resumption.

THE WAR.

THE FRENCH-PRUSSIAN SECRET TREATY—EXCITEMENT IN PARLIAMENT OVER THE MEASURE—AUSTRIA PROCLAIMS HER NEUTRALITY.

LONDON, July 25.—A special correspondent writes from Metz on the 22d inst. describing the movements of troops at that place. On that day there were ten thousand soldiers at Forbach, seven thousand at St. Avolt, three thousand at Saarguemines. There is a large cavalry camp at Thionville, which protects the left of the French army. This force will be increased to forty thousand.

The 1st Division of the 3d Corps is commanded by General Azmands, and is composed of the 18th Battalion Chasseurs, and 59th, 69th, 81st, and 95th Regiments of the line. This division marched out on the morning of the 22d, and by this time is at Boulay, on the road to Saarlouis.

The Imperial Guard is reported to be on the way to Metz, but their probable destination is Nancy.

Bavarian videttes have already been seen with the Prussians. This fact is considered important, showing the complete blending of the Prussian and South German forces.

LONDON, July 25.—It is confidently affirmed here that the Prussians are retiring and concentrating between Mayence and Coblentz.

Many arrests are made daily. A correspondent of the London *Standard* was arrested. He entered the camp without leave, telling the sentinel that his British passport was an order from headquarters.

The authorities prohibit the sale of military maps to civilians; officers only can buy them. No parcels or goods are permitted to come by rail except by quartermasters' orders. Factories unable to obtain coal will be obliged to close.

Marshal Bazaine is sending everywhere for maps of Bavaria.

The military chest arrived this morning. All the money is in gold, which shows that the French intend to quit the territory immediately, and carry on the campaign where French notes will not be taken.

Great importance is attached here to the gunboats, which will be used as they were in the American war, and will act on the Rhine and Moselle, and possibly on the Saar, should the Prussians defend that stream. Each gunboat carries one heavy gun, manned by twelve men, and commanded by a lieutenant. It is believed that the Prussians have no gunboats.

Everything is quiet in Luxembourg.

Communication with Germany is easy. The French officers boast that they have a million of men between Thionville and Strasbourg.

Passes to newspaper correspondents are still rigidly refused. General Bazaine sends to all applications a written reply, as follows:

"The formal orders of the Emperor prohibit the granting of any authorization to follow the headquarters to any person not belonging to the army. I have, therefore, no power to grant the request you have done me the honor to make, and can only refer you to the decision of the Major-General of the Army."

The Paris correspondent of the *Tribune* writes, under date of the 25th, that the Emperor was expected to leave quietly for the front last night, but he did not go. His departure will probably be delayed some days. It is certain that he is ill.

PARIS, July 25—Midnight.—Austria has issued a proclamation of neutrality similar to that made by Russia.

BERLIN, July 25.—The official journal publishes a manifesto from King William, thanking the people for the innumerable expressions in favor of German unity and independence received from all parts of Germany, and even from America. The King pledges himself to act in accordance with the expressed wishes of the people for the benefit of the entire Fatherland, and for the elevation of its princes and people, thus conciliating all opposition. He concludes by saying that in the right and unity of Germany is a new assurance that the war will lead to durable peace, and to the completion of German unity and independence.

PARIS, July 25.—The *Journal Officiel* of this morning contains the following declaration:—The French Government has issued orders that in the prosecution of the war commanders of the French forces will scrupulously regard with respect the neutral powers, rules of international right, and that they especially conform to the principles of the declaration of the Paris Congress of 1856, as follows:—"Privateering is abolished. A neutral flag protects an enemy's merchandise, except contraband of war. Merchandise of a neutral, except contraband of war, is not seizable under a foreign flag. The blockade must be effective, although Spain and the United States did not adhere to the declaration of 1856. French vessels will not seize property of the enemy when such property is the cargo of a Spanish or American vessel, provided it is not contraband of war. France will no longer claim the right to confiscate the property of Americans or Spaniards found on board vessels of an enemy."

The *Journal Officiel* announces that the Minister of War has given instructions to commence putting in a state of defense and readiness for active service the old fortifications of Paris and forts beyond the present line of works. The *Journal* also reports that, in spite of the interdiction pronounced by the Government, certain journals continue to give news of military movements to the great detriment of the national cause. The Government had hoped the appeal made to their patriotism would be regarded. It will be a matter of regret if force shall be found necessary to secure the recognition of the law.

LONDON, July 25—4 P. M.—The French base of operations extends from Strasbourg to Thionville, a few miles north of Metz. The centre is between Bitchie and St. Avold.

The second line at Metz is capable of expansion to the centre and to Thionville. Up to this hour no report of any general engagement has been received here.

LONDON, July 25.—The secret treaty which was projected between France and Prussia monopolizes the attention here of the public and Parliament. Intense indignation is manifested at the duplicity of the powers concerned. The action of Napoleon is considered insulting to England. Ignorance of the negotiation is professed at the French embassy.

A despatch from Brussels states that the account of the treaty projected between France and Prussia, which was printed in the London *Times* this morning, is perfectly authentic. The Belgian Government knew of its existence a short time ago.

LONDON, July 25.—The people of Prussia will observe Wednesday next as a day of fasting and prayer, to propitiate Divine Providence and invoke a blessing on their arms.

It is expected the French fleet will attack Kehl. Eleven French frigates, steering east, passed Hastings to-day. French residents here are liberally subscribing to a fund for the wounded.

Reports received from Mayence indicate that the Prussians are shifting their positions so as to face southward.

LONDON, July 25.—In the House of Lords Earl Granville, in reply to a question from Lord Stratford de Redcliffe, said he was unable to state where the *Times* obtained the text of the projected Franco-Prussian treaty. After the announcement of the existence of such a remarkable document it would be the duty of France and Prussia immediately and spontaneously to explain the matter to Europe.

Mr. Disraeli, in the House of Commons to-night, after questioning the Foreign Office in regard to the reported treaty, denounced the Government for withholding the correspondence on the subject. He declared England could never have tolerated such a proposition. The extinction of the kingdom of Belgium would be a calamity to Europe. He hoped the Government would give all the particulars.

Mr. Gladstone said he was sorry the papers were not ready for submission, and that he was unable to give the information required or explain how the project became public. Its purport certainly was astounding. Doubtless the powers implicated would explain the mystery.

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY.

SUN RISES..... 4·50 MOON RISES..... 2·58
SUN SETS..... 7·22 HIGH WATER..... 0·12

PHILADELPHIA BOARD OF TRADE.

THOMAS G. HOOD, CHRIS. J. HOFFMAN, THOMAS C. HAND, } COMMITTEE OF THE MONTH.

MOVEMENTS OF OCEAN STEAMSHIPS.

FOR AMERICA.

City of Dublin	Liverpool	New York	July	9
Palmyra	Liverpool	New York	July	12
Dorian	Glasgow	New York	July	13
Cuba	Liverpool	New York	July	16
Cimbria	Havre	New York	July	16
Ville de Paris	Brest	New York	July	16
Australia	Glasgow	New York	July	16

FOR EUROPE.

C. of Antwerp	New York	Liverpool via H.	July	26
Wisconsin	New York	Liverpool	July	27
Scotia	New York	Liverpool	July	27
Dacian	New York	Glasgow	July	27
Calabria	New York	Liverpool	July	28
Parana	New York	London	July	30
France	New York	Liverpool	July	30
Anglia	New York	Glasgow	July	30
C. of Paris	New York	Liverpool	July	30
Manhattan	New York	Liverpool	Aug.	3
Ville de Paris	New York	Havre	Aug.	6
C. of London	New York	Liverpool	Aug.	6
Italy	New York	Liverpool	Aug.	6
Australia	New York	Glasgow	Aug.	6
Etna	New York	Liverpool	Aug.	9

COASTWISE, DOMESTIC, ETC.

Missouri	New York	Havana	July	28
Prometheus	Philadelphia	Charleston	July	29
Wyoming	Philadelphia	Savannah	July	30
Cuba	Baltimore	N. Orls. via K. W.	Aug.	1
Pioneer	Philadelphia	Wilm'gton, N. C.	Aug.	2
Yazoo	Philadelphia	New Orleans	Aug.	18

Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED YESTERDAY.

Str Novelty, Shaw, New York, W. M. Baird & Co.
Br. brig Alice, Godet, Barcelona.

ARRIVED YESTERDAY.

Steamer Jas. S. Green, Vance, from Richmond and Norfolk, with mdse. to W. P. Clyde & Co.

Steamer Mars, Grumley, 24 hours from New York, with mdse. to W. M. Baird & Co.

Steamer Frank, Pierce, 24 hours from New York, with mdse. to W. M. Baird & Co.

Steamer E. N. Fairchild, Trout, 24 hours from New York, with mdse. to Wm. M. Baird & Co.

Br. brig Union, Le Brocq, 28 days from Maceio, via Hampton Roads, with sugar to John Mason & Co.—vessel to L. Westergaard & Co.

Brig Delmont Locke, Cochran, from Darien, Ga., with lumber to Souder & Adams—vessel to Warren & Gregg.

Brig Forest State, Shute, 5 days from Boston, with ice to Carpenter Ice Co.—vessel to Warren & Gregg.

Schr Searsville, Chase, 5 days from Boston, with mdse. to captain.

Schr Vandalia, Campbell, 1 day from Leipsic, Del., with grain to Jos. E. Palmer.

Schr E. H. Blocksom, Morris, 1 day from Little Creek Landing, Del., with grain to Jos. E. Palmer.

Schr Hoalt, Truax, 1 day from Leipsic, Del., with grain to Jos. E. Palmer.

Correspondence of The Evening Telegraph.

EASTON & McMAHON'S BULLETIN.

NEW YORK OFFICE, July 25.—Five barges leave in tow to-night, for Baltimore, light.

BALTIMORE BRANCH OFFICE, July 25.—The following barges leave in tow to-night, eastward:—The Ann McCaffrey, W. S. Burton, and W. T. Blessing did not get away Saturday evening, but will leave this evening with Myrtle, Osprey, James McMahon, Ella Saylor, Ella, and E. Downer, all with coal, for New York.

The A. O. Buck, Estella, and Fannie Goddard left in Saturday night's tow. L. S. C.

Special Despatch to The Evening Telegraph.

HAVRE-DE-GRACE, July 25.—The following boats left this morning in tow:—

Harry, with lumber to Rice & Co.
Selina Grove, with lumber to R. Woolevrton.
George Craig, with lumber to Craig & Blanchard.
St. Lawrence, with lumber to H. Croskey.
Harrison & Son, with lumber, for Jersey City.
L. S. Hall, with bark to Keen & Coates.

(By Telegraph.)

LEWES, Del., July 25—A. M.—Passed in yesterday, schr James M. Flanagan, from Cienfuegos, and two barks unknown.

In the harbor, brig Harry Stewart, from Canary Islands, for orders; one schr, and steamer America. Wind S. W. Thermometer, 88.

4·40 P. M.—Passed out to-day, bark Princess Alexandra and brig Adelaide.

Two barks are coming in below.

Vessels in harbor unchanged since A. M.

Steamer Hunter, from Providence, passed in this P. M. Wind W. Thermometer, 94.

MEMORANDA.

Ship Castinet, Wilson, from Antwerp for Philadelphia, was spoken 5th inst., lat. 49, long. 22.

Ship Queen of Scots, Smith, from Antwerp for Philadelphia, sailed from Flushing Roads 7th inst.

Ship British America, Lockhart, hence, at Antwerp 9th inst.

Steamer Herman Livingston, from New York, arrived at Savannah yesterday.

Steamer Parana, Wilkinson, at Havre 8th inst. fm London, and sailed 9th for New York.

Steamer Nevada, Green, from New York 13th inst. at Queenstown yesterday.

Steamer Manhattan, Forsyth, from Liverpool 13th inst., at New York yesterday.

Steamer El Cid, Nickerson, at Wilmington, N. C., yesterday from New York.

Steamer Leopard, Hughes, hence for Annesbury Point, passed Holmes' Hole 22d inst.

Steamer Baltimore, Voeckler, from Baltimore 13th inst. for Bremen, was seen 19th, lat. 44 27, long. 64 14.

Steamer Hercules, Ketchum, for Philadelphia, cl'd at Georgetown, D. C., 23d inst.

Steamer Achilles, Colburn, cleared at Portland 25th inst. for Georgetown, D. C.

Br. steamer Batavia, Le Messurier, fm New York 15th inst., at Queenstown 7 P. M. 24th, and proceeded for Liverpool.

Br. steamer City of Brussels, Kennedy, from New York 16th inst., at Queenstown yesterday morning.

Br. bark J. W. Bares, Davison, for Philadelphia, cleared at Baltimore 23d inst.

Nor. bark Columbia, Foss, hence, at Brouwershaven 16th inst.

Dan. bark Marienlyst, Ginge, hence, in the Sound, Elsinore, 7th inst. for Dantzic.

Bark Waldo, Pressey, from London for Philadelphia, sailed from Gravesend 10th inst.

Bark Royal Charlie, Potter, hence for Hamburg, was off Falmouth 8th inst. Lizard E. by N. 24 miles.

Bark Bloomer, Culberg, hence, sailed from Gibraltar 2d inst. for Genoa.

Bark Sea Breeze, Moffatt, from Liverpool for Philadelphia, sailed from Waterford 9th inst., having repaired.

Nor. brig Martha, Monterson, hence for Barcelona, was spoken 27th ult., lat. 43 56, long. 38 50.

Schr William H. Dennis, Lake, hence, at Providence 23d inst.

Schr Pedro A. Grau, hence, at Norwich 22d inst.

Schr P. A. Sanders, Steelman, for Philadelphia, sailed from Newburyport 22d inst.

Schr Mary R. Somers, Blackman, at Boston 23d inst. from Alexandria, Va.

Schr Baymore, Burdge, for Philadelphia, cleared at Boston 23d inst.

Schr A. A. Buckley, Buckley, from Boston for Philadelphia, at New York 24th inst.

Schr Estella, Harvey, from Providence for Philadelphia, at New York 24th inst.

Schr Thomas C. Worrell, Seward, sailed from Richmond 22d inst. for Philadelphia via James River, with lumber.

Schr Archer & Reeves, Ireland, for Philadelphia, sailed fm Richmond 22d inst., with granite and ore.

MISCELLANY.

Br. ship Berkely Castle, Janes, fm Guanape April 9 for United States, with guano, put into Valparaiso prior to the 9th ult., leaky.

Ship Humboldt, Kelley, for Boston, which put back to Penang May 20 with loss of spars, sailed 1st ult. to resume her voyage, having repaired.

Steamer Acushnet, from New York for New Bedford, which was ashore on Point Judith, was towed off morning of 23d inst. and proceeded for New Bedford, in tow of her consort.

Bark Prima Donna, Perkins, from New Orleans June 10, for Havre, put into Halifax 20th inst., with the captain sick.

Barf Josie, Nicholas, from New York, before reported as ashore below Cadiz, was towed up to the latter port 29th ult., and was up for sale on the 4th inst.

Brig T. H. A. Pitt was to leave Bermuda 16th inst. for New York, with a cargo of cotton, saved from the ship Clara Morse.

Brig Circassian, hence, with coal, for Boston (says a Chatham, Mass., despatch, 25th inst.), is ashore on Shovel Shoal. Wreckers are trying to assist her off.

NOTICE TO MARINERS.

Captain Atkins, of steamer San Jacinto, at Savannah, reports that on Tuesday morning last, at 8 o'clock, in passing Frying Pan Shoals, saw nothing of the Lightship, and supposed her to be off her station. Captain Atkins says the weather was clear; could see ten miles. Passed around the shoal, but saw nothing of the Lightship.

CORDAGE, ETC.

WEAVER & CO.,

ROPE MANUFACTURERS AND SHIP CHANDLERS,

No. 29 North WATER Street and No. 28 North WHARVES, Philadelphia.

ROPE AT LOWEST BOSTON AND NEW YORK PRICES. 4 1

CORDAGE.

Manilla, Sisal and Tarred Cordage

At Lowest New York Prices and Freights.

EDWIN H. FITLER & CO.,

Factory, TENTH St. and GERMANTOWN Avenue.

Store, No. 23 N. WATER St. and 22 N. DELAWARE Avenue.

HAIR CURLERS.

THE HYPERION HAIR CURLERS,

AN INDISPENSABLE ARTICLE FOR THE LADIES

(Patented July 9, 1867.)

This Curler is the most perfect invention ever offered to the public. It is easily operated, neat in appearance and will not injure the hair, as there is no heat required, nor any metallic substance used to rust or break the hair Manufactured only, and for sale wholesale and retail, by

McMILLAN & CO.,

5 23 6m No. 63 North FRONT Street, Philadelphia.

Sold at all Dry Goods, Trimming and Notion Stores.

WINES.

CHOICE TABLE CLARETS.

ALBERT C. ROBERTS,

Dealer in Fine Groceries,

11 7 Corner ELEVENTH and VINE Streets.

J. T. EASTON. J. M'MAHON.

EASTON & McMAHON,

SHIPPING AND COMMISSION MERCHANTS,
No. 2 COENTIES SLIP, New York,
No. 18 SOUTH WHARVES, Philadelphia,
No. 46 W. PRATT Street, Baltimore.

We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-tugs furnished at the shortest notice.

SHIPPING.

LORILLARD'S STEAMSHIP LINE FOR NEW YORK

SAILING EVERY TUESDAY, THURSDAY, AND SATURDAY,

are now receiving freight at
5 cents per 100 pounds,
2 cents per foot, or 1-2 cent per gallon, ship option.

INSURANCE ¼ OF 1 PER CENT.

Extra rates on small packages iron, metals, etc.

No receipt or bill of lading signed for less than 50 cents.

The Line would call attention of merchants generally to the fact that hereafter the regular shippers by this line will be charged only 10 cents per 100 lbs., or 4 cents per foot, during the winter seasons.

For further particulars apply to

JOHN F. CHL, 2 6 PIER 19, NORTH WHARVES.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, La.

The YAZOO will sail for New Orleans direct, on Thursday August 18, at 8 A. M.

The YAZOO will sail from New Orleans, via Havana on Friday, August 5.

THROUGH BILLS OF LADING at as low rates as by any other route given to Mobile, Galveston, Indianola, Lavacca, and Brazos and to all points on the Mississippi rive. between New Orleans and St. Louis. Red River freights reshipped at New Orleans without charge of commission.

WEEKLY LINE TO SAVANNAH, GA.

The TONAWANDA will sail from Savannah on Saturday, July 30, at 8 A. M.

The WYOMING will sail for Savannah on Saturday, July 30.

THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C.

The PIONEER will sail for Wilmington on Tuesday, August 2, at 6 A. M. Returning, will leave Wilmington Saturday, August 9.

Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.

Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington, at as low rates as by any other route.

Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing.

WILLIAM L. JAMES, General Agent. 6 15 No. 130 South THIRD Street.

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West in connection with South Carolina Railroad Company.

ALFRED L. TYLER, Vice-President So. C. RR. Co.

PHILADELPHIA AND CHARLESTON STEAMSHIP LINE.

This line is now composed of the following first-class Steamships, sailing from PIER 17, below Spruce street, on FRIDAY of each week at 3 A. M.:—

ASHLAND, 800 tons, Captain Crowell.
J. W. EVERMAN, 692 tons, Captain Hinckley.
PROMETHEUS, 600 tons, Captain Gray.

JULY, 1870.

Prometheus, Friday, July 1.
J. W. Everman, Friday, July 8.
Prometheus, Friday, July 15.
J. W. Everman, Friday, July 22.
Prometheus, Friday, July 29.

Through bills of lading given to Columbia, S. C., the interior of Georgia, and all points South and Southwest.

Freights forwarded with promptness and despatch.

Rates as low as by any other route.

Insurance one-half per cent., effected at the office in first-class companies.

No freight received nor bills of lading signed after 3 P. M. on day of sailing.

SOUDER & ADAMS, Agents, No. 3 DOCK Street,
Or WILLIAM. P. CLYDE & CO., No. 12 S. WHARVES.
WILLIAM A. COURTENAY, Agent in Charleston. 6 24

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE.

THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.
INCREASED FACILITIES AND REDUCED RATES FOR 1870.

Steamers leave every WEDNESDAY and SATURDAY at 12 o'clock noon, from FIRST WHARF above MARKET Street.

RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TUESDAYS and SATURDAYS.

No Bills of Lading signed after 12 o'clock on sailing days.

THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.

Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.

No charge for commission, drayage, or any expense of transfer.

Steamships insure at lowest rates.

Freight received daily.

State Room accommodations for passengers.

WILLIAM P. CLYDE & CO., No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 6 15

FOR LIVERPOOL AND QUEENSTOWN.—Inman Line of Royal Mail Steamers are appointed to sail as follows:—

City of Antwerp (via Halifax), Tuesday, July 26, at 1 P. M.
City of Paris, Saturday, July 30, at 7 A. M.
City of London, Saturday, August 6, at 2 P. M.
Etna (via Halifax), Tuesday, August 9, at 1 P. M.
and each succeeding Saturday and alternate Tuesday, from pier No. 45 North river.

RATES OF PASSAGE.

Payable in gold.		Payable in currency.	
First Cabin	$75	Steerage	$30
To London	80	To London	35
To Paris	90	To Paris	38
To Halifax	20	To Halifax	15

Passengers also forwarded to Havre, Hamburg, Bremen, etc., at reduced rates.

Tickets can be bought here at moderate rates by persons wishing to send for their friends.

For further information apply at the company's office.

JOHN G. DALE, Agent, No. 15 Broadway, N. Y.;
Or to O'DONNELL & FAULK, Agents,
4 5 No. 402 CHESNUT Street, Philadelphia.

FOR NEW YORK, via Delaware and Raritan Canal.
EXPRESS STEAMBOAT COMPANY.

The Steam Propellers of the line will commence loading on the 8th instant, leaving daily as usual.

THROUGH IN TWENTY-FOUR HOURS.

Goods forwarded by all the lines going out of New York, North, East, or West, free of commission.

Freights received at low rates.

WILLIAM P. CLYDE & CO., Agents, No. 12 S. DELAWARE Avenue.
JAMES HAND, Agent, No. 119 WALL Street, New York. 3 4

NEW EXPRESS LINE TO ALEXANDRIA, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.

Steamers leave regularly every Saturday at noon from the first wharf above Market street.

Freight received daily.

WILLIAM P. CLYDE & CO., No. 14 North and South WHARVES.
HYDE & TYLER, Agents at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 6 1

FOR NEW YORK, VIA DELAWARE and Raritan Canal.
SWIFTSURE TRANSPORTATION COMPANY.

DESPATCH AND SWIFTSURE LINES,
Leaving daily at 12 M. and 5 P. M.

The steam propellers of this company will commence loading on the 8th of March.

Through in twenty-four hours.

Goods forwarded to any point free of commissions.

Freights taken on accommodating terms.

Apply to WILLIAM M. BAIRD & CO., Agents, 4 No. 132 South DELAWARE Avenue.

DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.—Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.

WILLIAM P. CLYDE & CO., Agents.
Captain JOHN LAUGHLIN, Superintendent.
Office, No. 12 South Wharves, Philadelphia. 4 11

WATER PURIFIERS.

FARSON'S

New Patent Water Filter and Purifier

Will effectually cleanse from all IMPURITIES, and remove all foul taste or smell from water passed through it.

In operation and for sale at the MANUFACTORY, No 23 DOCK Street, and for sale by House-furnishing Stores generally. 2 15

INSURANCE.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY, Incorporated by the Legislature of Pennsylvania, 1835.

Office southeast corner of THIRD and WALNUT Streets, Philadelphia.

MARINE INSURANCES
On Vessels, Cargo and Freight to all parts of the world.

INLAND INSURANCES
On goods by river, canal, lake and land carriage all parts of the Union.

FIRE INSURANCES
Merchandise generally; on Stores, Dwellings, Houses, etc.

ASSETS OF THE COMPANY November 1, 1869.

$200,000 United States Five Per Cent. Loan, ten-forties	$216,000·00
100,000 United States Six Per Cent. Loan (lawful money)	107,750·00
50,000 United States Six Per Cent. Loan, 1881	60,000·00
200,000 State of Pennsylvania Six Per Cent. Loan	213,950·00
200,000 City of Philadelphia Six Per Cent. Loan (exempt from tax)	200,925·00
100,000 State of New Jersey Six Per Cent. Loan	92,000·00
$9,000 Pennsylvania Railroad First Mortgage Six Per Cent. Bonds	450·00
$5,000 Pennsylvania Railroad Second mortgage Six per Cent. Bonds	3,625·00
$2,000 Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds (Pennsylvania Railroad guarantee)	20,000·00
$20,000 State of Tennessee Five Per Cent. Loan	15,000·00
7,000 State of Tennessee Six Per Cent. Loan	4,270·00
12,500 Pennsylvania Railroad Company, 250 shares stock	14,000·00
5,000 North Pennsylvania Railroad Company, 100 shares stock	2,900·00
10,000 Philadelphia and Southern Mail Steamship Company, 80 shares stock	7,500·00
$46,900 Loans on Bond and Mortgage, first liens on City Properties	$46,500·00
$1,231,400 Par.	Market value, $1,255,270·0
Cost, $1,218,622·27.	
Real Estate	36,000·00
Bills Receivable for Insurances made	$23,700·75
Balances due at Agencies:—	
Premiums on Marine Policies, Accrued Interest, and other debts due the Company	25,097·26
Stock, Scrip, etc., of Sundry Corporations, $4706. Estimated value	2,740·20
Cash in Bank	$168,318·68
Cash in Drawer	972·26
	169,291·14
	$1,502,100·04

DIRECTORS.

Thomas C. Hand,	Samuel R. Stokes,
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Theophilus Paulding,	H. Jones Brooke,
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Life Insurance for the People!

HOMESTEAD

LIFE INSURANCE COMPANY

OF PENNSYLVANIA,

OFFICE:

No. 701 CHESNUT Street,

PHILADELPHIA,

To place Life Insurance within reach of all, has adopted a system of

MONTHLY PAYMENT OF PREMIUMS

Peculiarly adapted to the ability of ALL WORKING FOR SALARIES OR WAGES.

Special attention is called to this Company's

GRADUATING POLICY,

An original feature, designed to protect shareholders in Building Associations, and all others who have borrowed money or purchased property payable in instalments extending over a series of years, by CANCELLING any balance of indebtedness remaining UNPAID in case of DEATH.

THIS COMPANY ISSUES

All the ordinary forms of Life and Endowment Policies at low rates of Premium, on the Participating Plan, with but few restrictions as to occupation, and NONE AS TO TRAVEL OR RESIDENCE.

Pamphlets containing full information may be obtained at the Company's office.

WILLIAM M. SEYFERT, President.
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Active and responsible men wanted as Agents.

1829. CHARTER PERPETUAL. 1870.

Franklin Fire Insurance Company

OF PHILADELPHIA.

Office, Nos. 435 and 437 CHESNUT St.

Assets Jan. 1, '70, $2,825,731·67

CAPITAL..... $400,000·00
ACCRUED SURPLUS AND PREMIUMS..2,425,731·67

INCOME FOR 1870, $810,000. LOSSES PAID IN 1869, $144,908·42.

Losses paid since 1829 over $5,500,000.

Perpetual and Temporary Policies on Liberal Terms.

The Company also issues policies upon the Rents of all kinds of Buildings, Ground Rents, and Mortgages.

The "FRANKLIN" has no DISPUTED CLAIM.

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GEORGE FALES, Vice-President.
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THEODORE M. REGER, Assistant Secretary.

FIRE ASSOCIATION.

INCORPORATED MARCH 27, 1820.

OFFICE, NO. 54 NORTH FIFTH STREET

INSURE

BUILD HOUSEHOLD FURNITURE, AND MERCHANDISE GENERALLY,

From Loss by Fire (in the City of Philadelphia only).

ASSETS, JANUARY 1, 1870, $1,572,732·25

TRUSTEES.

WM. H. HAMILTON,	CHARLES P. BOWER,
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PENNSYLVANIA POLYTECHNIC AND ANATOMICAL MUSEUM, No. 1305 CHESNUT Street, three doors above Twelfth, the most complete collection of objects, illustrating Physiology, Pathology, Natural History, etc. Illustrative Lectures every evening. Open 8 A. M. to 10 P. M. 6 8m

INSURANCE.

INSURANCE COMPANY OF NORTH AMERICA.

JANUARY 1, 1870.

Incorporated 1794. Charter Perpetual.

CAPITAL..... $500,000
ASSETS..... $2,783,581

Losses paid since organization....$24,000,000
Receipts of Premiums, 1869....$1,991,837·45
Interest from Investments, '69. 114,896·74
$2,106,534·19
Losses paid, 1869..... $1,035,386·84

Statement of the Assets.

First Mortgages on City Property	$766,400
United States Government and other Loan Bonds	1,192,848
Railroad, Bank and Canal Stocks	85,708
Cash in Bank and Office	247,650
Loans on Collateral Security	32,558
Notes Receivable, mostly Marine Premiums	231,944
Accrued Interest	20,327
Premiums in course of transmission	65,198
Unsettled Marine Premiums	100,900
Real Estate, Office of Company Philadelphia	80,000
	$2,783,581

DIRECTORS.

Arthur G. Coffin,	Francis R. Cope,
Samuel W. Jones,	Edward H. Trotter,
John A. Brown,	Edward S. Clarke,
Charles Taylor,	T. Charlton Henry,
Ambrose White,	Alfred D. Jessup,
William Welsh,	Louis C. Madeira,
S. Morris Wain,	Charles W. Cushman,
John Mason,	Clement A. Griscom,
George L. Harrison,	William Brockie.

ARTHUR G. COFFIN, President.
CHARLES PLATT, Vice President.
MATTHIAS MARIS, Secretary.
C. H. REEVES, Assistant Secretary. 8 4

FAME INSURANCE COMPANY,

No. 809 CHESNUT Street.

INCORPORATED 1856. CHARTER PERPETUAL.

CAPITAL $200,000.

FIRE INSURANCE EXCLUSIVELY.

Insurance against Loss or Damage by Fire either by Perpetual or Temporary Policies.

DIRECTORS.

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William H. Rhawn,	John Kessler, Jr.,
William M. Seyfert,	Edward H. Orne,
John F. Smith,	Charles Stokes.
Nathan Hil

Evening Telegraph

PUBLISHED EVERY AFTERNOON
(SUNDAYS EXCEPTED),
AT THE EVENING TELEGRAPH BUILDING,
No. 108 S. THIRD STREET,
PHILADELPHIA.

The Price is three cents per copy (double sheet), or eighteen cents per week, payable to the carrier by whom served. The subscription price by mail is Nine Dollars per annum, or One Dollar and Fifty Cents for two months, invariably in advance for the time ordered.

TUESDAY, JULY 26, 1870.

☞ The earliest regular edition of THE EVENING TELEGRAPH goes to press at 1½ o'clock, and the subsequent regular editions at 2½, 3½, and 4½. Whenever there is important news of the progress of the European war, extra editions will be issued after this hour, and before the regular time for the early edition.

THE TREATY BETWEEN FRANCE AND PRUSSIA.

THE latest development of the European complication is a secret treaty between France and Prussia, which was published yesterday morning by the London *Times*, and which has created the greatest excitement and indignation in England. The *Times* guarantees the authenticity of this remarkable document, but does not state how it came into its possession, and Mr. Gladstone, when interrogated on the subject last night in the House of Commons, was obliged to confess himself bewildered by the disclosure, and to acknowledge his inability to give any information in regard to it. In addition to the points of the treaty all the information furnished with regard to it is that it was submitted by France to Prussia about the time of the Luxemburg affair.

By the terms of this treaty the Emperor of the French agreed to acquiesce in the late acquisitions of Prussia, and for her part Prussia was to agree to facilitate the acquisition of Luxumburg by France. More important, however, than this accommodating arrangement, was that by which France consented to Prussia annexing all the South German States with the exception of Austria, while out of a spirit of reciprocity Prussia was to agree to assist France in absorbing Belgium if she should find it expedient or necessary to do so. This little arrangement, if it had been carried out, would have given both to France and Prussia exactly what they profess to desire most in the way of territory. It would have almost realized the Prussian dream of a great united German Empire in which Prussian ideas would predominate, and it would very nearly have given France the control of the west bank of the Rhine, for which she has been sighing for centuries.

Among the difficulties, however, in the way of the consummation of such a treaty is the fact that the Rhenish provinces which France wishes to annex are intensely German, and their surrender under any circumstances by Prussia would involve a loss of prestige that great gains in another direction would scarcely counterbalance. It was probably this, combined with a general distrust of Napoleon and an indisposition to lend any aid whatever to his schemes for extending the French dominions or increasing his own power, that induced Prussia to decline entering into the proposed scheme. Bismarck, who has from the first shown himself Napoleon's master in statecraft, most likely felt strong enough not only to hold his own and push his plans without assistance, but to grapple with the Emperor, if the latter should attempt to interfere.

The principal interest which the proposed treaty has at this moment is in the exhibit it makes of the secret machinations of France and Prussia. The English are particularly indignant, and there was an exciting discussion on the subject in the House of Commons last night. Mr. Disraeli said that England would never submit to any such arrangement, and he declared that the extinction of the kingdom of Belgium would be a calamity to Europe. In this he probably represented the average public sentiment, for not only is England largely committed as the supporter of the independence of Belgium, but it is felt that any combination for plunder between France and Prussia is not only insulting to her dignity, and that, if carried out, it would certainly throw her back even further than she is at present to the position of a second or third-rate power.

Of course all that can be said about the probable consequences of the publication of the treaty in the present contest between France and Prussia must be mere conjecture. If, as is stated, the treaty was the proposition of Napoleon, it will aid in maintaining the moral advantage which Prussia now enjoys as the non-attacking party in the war which has just commenced, and if Bismarck can convince England and the other powers that he is innocent of any tergiversation in the matter, he may be able to consolidate the opponents of France in a manner that will seriously interfere with the plans of the Emperor

IRISH SYMPATHY FOR FRANCE.

EXACTLY why Irishmen should have an affection for the French, except on the principle that both are the natural enemies of England and that it will excite the wrath of the Bull family to see an affiliation between the Gaul and the Celt, is a problem that is beyond the comprehension of the average human understanding. France has done nothing whatever towards effecting the liberation of Ireland beyond making plenty of promises, and although the proverb says, "Soft words butter no parsnips," Pat is particularly susceptible to blarney, and sweet promises go a long way with him. In the present fight between France and Prussia, the Irish profess to see indications of a chance to strike a blow in their own behalf, although it is not easy to comprehend how they will go about it. The Irish enthusiasm for France, however, in this country, is probably due quite as much to the moral support which the Germans are giving to Prussia as to any particular anxiety for the success of the French arms. Whatever the cause may be, the Irish have committed themselves for Napoleon, and at a meeting of French citizens held last night in New York, a gentleman with the fine old Hibernian patronymic of Tooley made the magnificent offer of one million Irishmen to go to the aid of France in case the Germans in this country should be encouraged by the United States Government to lend their assistance to Prussia. The Frenchmen present greeted Tooley's proposition with cheers and cries of "Long live Ireland!" and Tooley probably felt just as if he had nothing more to do than go to the front door and whistle, and the million of Irishmen would march round the corner ready armed and equipped for an instantaneous march to the seat of war. This grand promise of aid to France was about on a par with most of the promises that France has made to Ireland, and was worth about as much. If Ireland waits for her independence until France sets her free, she will languish in her fetters until the day of judgment; and if Napoleon cannot whip Prussia without the aid of Mr. Tooley's million Irishmen, he had better conclude a peace on any terms as soon as possible.

THE CANDIDACY OF PRINCE LEOPOLD.

IT was natural enough a century or two ago that great wars should arise from the efforts to advance the dynastic interests of this or that aristocratic European family, but a continental struggle in 1870 about the Spanish succession is an unlooked-for and totally inappropriate and inopportune event. The old theory was that nations and peoples belonged to their kings, and that the choice of a monarch involved the transfer to him of a control well-nigh absolute over the lives and property of his subjects. The relatives and allies of contending aspirants naturally took sides for their favorites while this idea prevailed, recklessly plunging nations into destructive conflicts for the gratification of individual ambition. The modern theory of liberal nations, however, is that the king belongs to the people instead of the people belonging to the king; and that when emergencies arise which necessitate a new choice, they should exercise complete freedom of choice in selecting such a monarch as will, in their judgment, best serve their interests. No nation has more boldly asserted this privilege or more freely used it than France. She dethroned the Bourbons against the protests of Europe, exalted to supreme power the most sanguinary of her revolutionists, tried in turn the government of a Directory, a Consul, and an Emperor — then submitted again to the old Bourbon rule, and subsequently went through all the gradations involved in the administration of a citizen-king, a provisional government, a President, and a second Emperor. With these antecedents, it would seem that she is the last nation in the world that should deny to Spain that freedom of action which she has so frequently claimed for herself. The Spanish diplomatic circular which announced the candidacy of Prince Leopold claims not only that he is the most acceptable candidate available, but that the preliminary negotiations were all conducted with him alone, no influence of a foreign cabinet being permitted, and no reason being furnished by his candidacy either for the ill-will of any foreign nation against Spain, or for a disturbance of the mutual relations between foreign powers. Under these circumstances the French demand for Leopold's withdrawal was exceedingly arrogant: it can only be partially justified by the alleged promise of Bismarck that no German prince should seek the Spanish throne; and after Leopold's prompt withdrawal from the list of candidates, even French pride should have been fully satisfied. It is evident that guarantees were demanded for the express purpose of precipitating a conflict for which Prussia did not seem to be fully prepared, rather than for increased security on a mooted point in Spanish politics, in which France could not interfere at all without violating her own doctrines and ignoring her own example. Napoleon has been nursing his wrath against Prussia, and each new light thrown upon the late complications helps to prove that he wants to fight her on account of old offenses rather than on account of the new grievances which he vainly endeavors to magnify into real importance.

THE RUSSIAN *Invalid* publishes some information on the cultivation of cotton in Central Asia. In the vicinity of Taschkend, it says, there are large cotton fields, and the American cotton plant has also been lately grown there, though as yet with little success. The best cotton in Central Asia is that produced in Bokhara, some sorts of which are nearly equal in quality to American cotton. A great deal of cotton is also cultivated in Khokand, and especially in Khiva; there are also a few fields in Northern Turkestan. The value of the cotton of Bokhara is much diminished by the insufficiency of the materials used in cleaning it. Its price at Taschkend is now 5 roubles 50 kopecs (about 14s.) per pound. Russia imports from the above countries large quantities of raw cotton, part of which is sent back manufactured. The importation of cotton is now nine times as great as it was eleven years ago. The total quantity produced in Central Asia is upwards of 3,000,000 pounds, of which 2,000,000 come from Bokhara, 500,000 from Khiva, 300,000 from Khokand, and 500,000 from the countries on the Amoo-Darya.

A STEAM PAVING-MACHINE has recently been introduced in Paris, and made use of by the municipality for the repair of the streets there. This machine, which it is hoped may ultimately prove as useful as the steam-rollers so much used in Paris, consists of a small steam engine on wheels, drawn by one horse, to the rear of which is attached the "paviour," which places the clumsy old hand-machine still in use with us. This "paviour," which is forced upon the ground with great force by a blow from the piston (somewhat on the principle of a steam-hammer), slides on a bar some six feet long, and can thus be directed by the driver to any stone which requires forcing home. The machine is now at work in the Rue de Grenelle, St. Germain, and is considered a success, although some slight improvements and alterations are to be made in it. The workmen, it is hardly necessary to state, declare that it is a dead failure, as they always do of any new machine.

A NEW PAPER, entitled *The National Cause* ("Narodnoje Dielo"), has just been brought out by the Russian emigrants at Geneva, Switzerland. It appears, from the first number, that a new revolutionary party is being formed in Russia, whose object is to overthrow the political organization of the empire, but not, like that of former parties, to effect this by means of a socialist agitation. The new paper strongly protests against this policy, urging that the cause of Russia's weakness as a State is not the political servility of the people, but the false principles on which the emancipation of the serfs has been based, and the consequent distress of the agricultural population. It thinks that both Russia and the European countries are rapidly advancing towards a social revolution, which can alone secure the well-being of the laboring classes, and that such a revolution could be most easily organized in Russia, where it would also have the best chance of success.

SPECIAL NOTICES.

For additional Special Notices see the Inside Pages.

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JOHN WANAMAKER,

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☞ STEINWAY & SONS' GRAND SQUARE AND UPRIGHT PIANOS.

CHARLES BLASIUS,
SOLE AGENT FOR THE SALE OF THE
WORLD-RENOWNED PIANOS,
AT THE OLD WAREROOMS,
[4 15tf4p
No. 1006 CHESNUT STREET.

☞ PHILADELPHIA AND TRENTON RAILROAD COMPANY.
No. 224 S. DELAWARE AVENUE,
PHILADELPHIA, July 20, 1870.
DIVIDEND NOTICE.

The Directors have declared a semi-annual dividend of FIVE (5) PER CENT. upon the capital stock of the Company, clear of Taxes, from the profits of the six months ending June 30, 1870, payable on and after AUGTST 1, proximo, when the transfer-books will be reopened.
7 21 10t J. PARKER NORRIS, Treasurer.

☞ PHILADELPHIA AND READING RAILROAD COMPANY. Office, No. 227 S. FOURTH Street.

PHILADELPHIA, July 15, 1870.

The obligations of this Company given for premium on Gold in settlement for Bonds or Coupons due April 1, 1870, or those given for the settlement of matured Coupons issued by the East Pennsylvania Railroad Company, will be paid on presentation at any time on and after the 20th of August next.
7 15 14t S. BRADFORD, Treasurer.

☞ HARPER'S HAIR DYE—THE ONLY harmless and reliable Dye known. This splendid Hair Dye is perfect. Changes red, rusty, or gray hair, whiskers, or moustache instantly to a glossy black or natural brown, without injuring the hair or staining the skin, leaving the hair soft and beautiful. Only 50 cents for a large box. CALLENDER, THIRD and WALNUT; JOHNSON, HOLLOWAY & COWDEN, No. 602 ARCH Street; TRENWITH, No. 614 CHESNUT Street; YARNELL, FIFTEENTH and MARKET Streets; BROWN, FIFTH and CHESNUT Sts; and all Druggists. 531 tf 4p

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☞ T. W. BAILY, No. 622 MARKET Street, is daily receiving new designs in Diamond Work, fine Gold Jewelry and Silver-ware; also, American and Foreign Watches, and has made great reduction in his prices. N. B.—Watches and Jewelry repaired by skilful workmen. 7 13 1m

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☞ QUEEN FIRE INSURANCE COMPANY,
LONDON AND LIVERPOOL.
CAPITAL, £2,000,000.
SABINE, ALLEN & DULLES, Agents,
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TEN DOLLAR BILL!

That's the kind of
Bill that will bring you a
REAL
ALL-WOOL
SCOTCH CHEVIOT
COAT, VEST, AND PANTS,
SCOTCH CHEVIOT
ALL-WOOL,
$10.

There is no other place
in town
Where a suit like this
Can be afforded,
Except at

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GREAT BROWN HALL,

603 and 605 CHESNUT STREET.

CHARLES STOKES & CO.,
No. 824 CHESNUT Street,
CLOTHIER.
LARGE AND CHOICE STOCK OF GOODS FOR CUSTOMER WORK.
ALSO,
FINE READY-MADE CLOTHING. [6 27tf

FOR THE SUMMER.

To prevent Sunburn, Freckles, and to make the skin white and beautiful, use

Wright's Alconated Glycerine Tablet of Solidified Glycerine.

It is a sure remedy for mosquito bites, and is the best of all Toilet Soaps. Sold by Druggists generally.

R. & G. A. WRIGHT,
6 30 thstu1strp No. 624 CHESNUT Street.

POLITICAL.

☞ FOR SHERIFF,

WILLIAM R. LEEDS,

TENTH WARD. [7 11 tf

☞ FOR REGISTER OF WILLS,

1870,

WILLIAM M. BUNN,

SIXTEENTH WARD.

Late Private Company F, 72d P. V. [7 11 tf

TO SUMMER TOURISTS.

LEHIGH COAL & NAV. CO.'S RAILROADS.

PLEASURE TRAVELLERS

For the Valleys of WYOMING and LEHIGH, for the CATAWISSA RAILROAD, and for the SWITCH-BACK RAILROAD, celebrated for its magnificent views, should take the
9·45 A. M. EXPRESS TRAIN from the NORTH PENNSYLVANIA RAILROAD DEPOT,
Corner of BERKS and AMERICAN Sts., Philada.,

Or by taking the 3·20 P. M. train from the same depot, can go to Mauch Chunk, remain there over night, pass over the SWITCH-BACK in the morning, and continue their journey that afternoon.

Those wishing to visit MAUCH CHUNK and the SWITCH-BACK, can take the 9·45 A. M. train, and return to Philadelphia the same evening.

Large and well-kept Hotels at Mauch Chunk, Williamsport, Wilkesbarre, and Scranton.

Passengers to Williamsport by the 9·45 train reach there in nearly two hours shorter time than by any other route.

Be sure to call for your tickets over the LEHIGH AND SUSQUEHANNA RAILROAD, and see that you get them over that road.

Tickets for sale at No. 811 Chesnut street, No. 105 South Fifth street, and at North Pennsylvania Railroad Depot.

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Master of Transportation.
JAMES A. DINKEY,
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NEW AND ATTRACTIVE ROUTE
FOR
SUMMER TOURISTS
TO
Northern Pennsylvania, Interior New York, Buffalo Rochester, Niagara Falls, Watkins' Glen, the Great Lakes, and the West.
Also to Williamsport, Wilkesbarre, Scranton, Schooley's Mountain, Allentown, Mauch Chunk, and all points in the Lehigh, Wyoming and Susquehanna Valleys.

Novelty, Comfort, Speed and Fine Scenery are the attractions of this route.

The attention of Summer Tourists is asked to this new and attractive route, passing through the varied scenery of the Lehigh, Wyoming and Susquehanna Valleys, offering Comfortable Cars, Excellent Hotels and Rapid Transit to the numerous points of interest named above.

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At 7·35 A. M., 9·45 A. M., 1·45 P. M., 3·20 P. M. and 5·00 P. M. (Sundays excepted),
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Corner of BERKS and AMERICAN Streets.

Tickets for BUFFALO, ROCHESTER, NIAGARA FALLS and the WEST may be obtained at Office, No. 811 CHESNUT Street.

ELLIS CLARK, General Agent.

Tickets sold and Baggage checked through principal points at MANN'S NORTH PENNSYLVANIA BAGGAGE EXPRESS OFFICE, No. 105 South FIFTH Street. 7 1 1m

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THURSDAY EXCURSIONS.—The splendid Steamboat JOHN A. WARNER will make an Excursion, every Thursday to Beverly, Burlington, and Bristol,
LEAVING CHESNUT STREET WHARF at 9½ o'clock A. M.
Returning, leaves Bristol at 11½ A. M. and 4 o'clock P. M. A Band of Music will be in attendance. Fare for the Excursion, 30 cents. 7 20 tuwtf

DAILY FIRST-CLASS EXCURSIONS to those cool, delightful, and shady GARDENS at GLOUCESTER POINT. Always a breeze blowing. Take or send the family. Steamers with every accommodation. (Ice water, etc.) Leave SOUTH Street every few minutes. 6 30 1m 4p

FOR SALE.

MAPLE LAWN.
Beautiful Country Seat at Holmesburg.

ESTATE OF GEORGE W. BENNERS, Deceased.

Containing 8 acres; large frontage. Part could be cut into building lots. Good improvements, convenient to station, schools, churches, and stores.

For sale on easy terms. Apply to

EDWIN H. FITLER,
EXECUTOR,
7 23 stuth18t* No. 23 North WATER Street.

TO RENT.

TO RENT—TEMPORARILY, FROM NOW until January 1, 1871,
THE FIRST-CLASS STORE,
NO. 34 S. SECOND STREET.
Inquire of W. T. SNODGRASS & CO.,
7 21 6t N. W. Cor. NINTH AND MARKET Sts.

TO LET—THE STORE PROPERTY NO. 733 Chesnut street, twenty-five feet front, one hundred and forty-five feet deep to Bennett street. Back buildings five stories high. Possession May 1, 1870. Address THOMAS S. FLETCHER,
12 10tf Delanco, N. J.

TO RENT—THREE-STORY DWELLING, with back buildings, situated in CONGRESS Street, No. 131, between Front and Second, with all the modern improvements.
Apply to AARON HURLEY,
6 15 No. 209 S. SEVENTH Street.

TO LET—HANDSOME DOUBLE HOUSE, No. 3909 Spruce street, West Philadelphia. All the latest conveniences. Fine large yard, with shade and fruit trees. Apply at No. 127 S. THIRD Street. 7 25 4t

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CROQUET.

CROQUET, full size set, $3·50; 16 different kinds, wholesale and retail.

Just received, a new assortment of FRENCH PAPERS AND ENVELOPES.

INITIALS and MONOGRAMS stamped in colors, free of charge.

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"AT THORNLEY'S."

ANOTHER SWEEPING REDUCTION.

GOODS MUST BE SOLD.

I am determined to clean out my SUMMER STOCK if the community need goods at HALF their usual price. I have went right through and marked prices down in some CASES FIFTY PER CENT., and in MANY CASES TWENTY-FIVE and THIRTY PER CENT.

Lace Pointes from $4 to $55.
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Thin Mixed Dress Goods.
Lawns, Percales and P. K's.
Black Hernanies and Grenadines.
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A full stock of STAPLE and DOMESTIC GOODS,
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EIGHTH and SPRING GARDEN Sts.,
JOSEPH H. THORNLEY,
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MRS. R. DILLON,
NOS. 823 AND 831 SOUTH STREET.
Ladies and Misses Crape, Gimp, Hair Pamela and Straw Round and Pyramid Hats; Ribbons, Satins, Silks, Velvets and Velveteens, Crapes, Feathers, Flowers, Frames, Sash Ribbons, Ornaments, Mourning Millinery Crape Veils, etc. 14

HATS, TRIMMINGS, ETC.

237 SOUTH STREET.

GREAT BARGAINS IN STRAW, GIMP AND HAIR HATS, FOR LADIES AND MISSES,
To close out Summer Stock.
Sundowns, white, black and brown, 40 to 60 cents.
Ribbons, Crapes, Flowers, Ruches, Frames, etc.
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The best bargains of the season in Sash Ribbons.
We are receiving bargains from Auction daily.
MARKLAND'S
Store for good articles at low prices,
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Ladies, notice—Trim your Hats while you wait.

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WALTER H. TILDEN, General Agent.

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Finest Groceries to Select From,
And at the LOWEST CASH PRICES. Packed securely and delivered at any of the Depots.

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CHOICEST
Spring Leaf Japanese Tea
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OF THE FINEST QUALITIES, FOR SALE AT
JAMES R. WEBB'S,
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JOHN BOWER & CO.
CURERS OF SUPERIOR
SUGAR-CURED HAMS,
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WASHING MACHINES.

TO THE DOUBTFUL.

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KING WASHER

Will do the work well and quickly.
We will sell them payable in easy instalments.

We are agents for the RELIANCE WRINGERS, the easiest to work in the market. [5 5 thstu3mrp

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Wholesale Dealers in Wooden Ware, Yarns, Etc.,
No. 516 MARKET STREET.
Agents wanted for Pennsylvania and New Jersey.

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RODGERS & WOSTENHOLM'S POCKET KNIVES, Pearl and Stag handles, and beautiful finish; Rodgers', and Wade & Butcher's Razors, and the celebrated Lecoultre Razor; Ladies' Scissors, in cases, of the finest quality; Rodgers' Table Cutlery, Carvers and Forks, Razor Strops, Cork Screws, Etc. Ear instruments, to assist the hearing, of the most approved construction, at
F. MADEIRA'S,
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THE AMERICAN
Combination Button-Hole
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SEWING MACHINE

Is now admitted to be far superior to all others as a Family Machine. The SIMPLICITY, EASE and CERTAINTY with which it operates, as well as the uniform excellence of its work, throughout the entire range of sewing, in

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Place it unquestionably far in advance of any other similar invention.

This is the only new family machine that embodies any Substantial Improvement upon the many of machines in the market.

It Certainly has no Equal.

It is also admirably adapted to manufacturing purposes on all kinds of fabrics.

Call and see it operate—and get samples of the work.

We have also for sale our "PLAIN AMERICAN," a beautiful family machine, at a Reduced Price. This machine does all that is done on the Combination except the Overseaming and Button-hole work

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In order to make room for extensive alterations and repairs to our Warerooms and Manufactory, we are closing out our entire stock of [7 8 tfrp

Phætons,
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AT VERY MUCH REDUCED PRICES

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C. F. HASELTINE'S GALLERIES,

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NEW VIEWS IN THE PARK.

Purviance's Stereoscopic Views in the Park, 25 cents each, $2 50 per dozen.

New Chromo, portrait of Dickens, *the last likeness* for which he sat, mounted, 9x11 inches, 50 cents each. Mailed to any address.

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RETAIL SALESROOMS,
824 CHERRY Street,
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CHANDELIERS,
BRACKETS, Etc.,
OF
Superior Styles and Finish
AT
Wholesale and Retail.

WE HAVE NO STORE OR SALESROOM ON CHESNUT STREET. [7 12 tuths2m4p

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BOOTS AND SHOES.

BARTLETT,

FINE CUSTOM-MADE
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Made on our improved Lasts, insuring Comfort Beauty and Durability.

No. 33 SOUTH SIXTH STREET,
1 18 thstuD81 ABOVE CHESNUT.

HOTELS.

COLONNADE HOTEL.

FIFTEENTH AND CHESNUT STS.,

ENTIRELY NEW AND HANDSOMELY FURNISHED is now ready for permanent or transient guests

PIANOS.

ALBRECHT,
RIEKES & SCHMIDT,
MANUFACTURERS OF
FIRST-CLASS PIANO-FORTES.
Full guarantee and moderate prices.
3 2] WAREROOMS, No. 610 ARCH Street.

NEW-YORKISMS.

From Our Own Correspondent.

NEW YORK, July 26, 1870.

The Sabbath Sentiment.

The nature of the Sabbath sentiment in New York, especially during the summer, is a curious field for investigation. A large proportion of the churches are closed. Pastors are off to Europe, and congregations are at the seaside. Personal religion evinces a tendency to fall down to zero, in exact proportion to the altitude of the thermometer. The few churches that are open offer the perspiring sinners the opportunity of listening, in a pew where the thermometer is ninety-seven in the shade, to a sleepy discussion which holds out little hope of there being, for that particular sinner, a heavenly amelioration of his present state. On the other hand, the Park, the river, the suburb, the steamboat, the rail car, the carriage, ice-cream, clam-bakes, lemonade, and lager respectively invite. The sinner of the dog-day period finds it impossible to accept the Cowperian aphorism that

"The path of sorrow, and that path alone,
Leads to the land where sorrow is unknown."

He meekly hopes that Hoboken lager is not incompatible with heaven, and if he yield to the exigencies of the excise law, it is only to picture to himself a state of foamy bliss hereafter, and to

"Think, admitted to that equal sky,
His faithful frau shall bear him company."

In truth, midsummer piety in the metropolis is a grace very little to be depended upon. Religion with a fan in her hand grows supine, and floats off into an irresponsible nap. Baxter's "Saints' Rest" is found to be infinitely more attractive than the painful energy of that awakening volume, "Work for Willing Hands." The flesh is weak and the spirit is not willing, and praetical Christianity subsides into a sort of quietism which has for contemplation cool, sparkling soda-water as a means of grace. Of course there are some roriferous natures, forever strong and dewy by reason of their innate exhaustless freshness. These are of the kind that are born with a genius for hard work, and toil in season and out of season. They have their reward. A portion of it consists in the secret maledictions of those less fervid Christians who do nothing all life-long with the air of making it a religious sacrifice.

Regal Suicide.

He who during the last six months has walked much about New York will have been struck with the appearance of an Indian-complexioned woman wrapped in a scarlet blanket and glistening with beads. The children ran after her, and she divided the honors with the organ-grinders and the monkey performances. Some called her the "Queen of the Gipsies," others the wife of the young chief of the remnant of a once celebrated tribe of Indians. In several parts of the city were families with whom she had scraped acquaintance, who listened to her romantic conversation, made her presents of provisions and groceries, and in a quiet way yielded her the homage that belonged to one of the last, lingering chieftainesses of an expiring race. As a contrast to this pleasant popularity which she enjoyed when abroad, Queen Sarah was unhappy in her domestic relations. She was married to a young man who, so far from respecting his own dignity and the dignity she shared with him as his wife and queen, often appointed menial work for her to do, and abused her if she neglected it. On Saturday morning Queen Sarah was endeavoring to catch one of those cool draughts which the flaming summer in a moment of forgetfulness exhales. Her husband discovered her in this condition of *dolce far niente*, and instantly gave her a linen duster belonging to a young man boarding at their house, with directions to wash and iron it for him. If you can magine the look "Lady Macbeth" would have assumed had she been similiarly requested by her husband, you can imagine the profound rage and disgust that revealed themselves on Queen Sarah's countenance. *She*, with the blood of the Wampanoag and Winnepisseogees throbbing in her arteries, r-rub and scr-rub over a wash-tub, and bring her fingers into propinquity with vulgar soap-suds? Not if that court knew herself—and she exhibited a very perceptible inclination toward the opinion that she did. The duster was flung to the earth and trampled upon with ignominy. Wild words rained from the insulted queen's lips, and in a paroxysm of rage she rushed from the room and the house. Night came—and no Queen Sarah; morning—and her place was vacant still. Filled with a dread that they no longer sought to conceal, her husband searched the house high and low, and in the garret found the body of his wife suspended from one of the rafters by her shawl. Reduced to frenzy by the insult put upon her, the unhappy woman had suspended that article of dress around her neck, and then kicking from under her the bed she had stood upon, had taken the irretrievable jump down the steeps of eternity.

"But When Will It Be Done?"

The trip from Harlam Bridge to Fulton street is wearisome and body-breaking to those who have to make it every day, and have no medium but the cars. I forget who it was that computed the precise duration of time by which life was shortened by riding in a railway car so many hours per day for so many years, but I remember that the result of the calculation was by no means in favor of that mode of travelling. It has therefore been proposed to establish a line of boats to supersede those of the Harlam Navigation Company, which now runs two boats between Harlam Bridge and Peck Slip. The line at present in operation is overcrowded, dangerous, and extremely uncomfortable in several respects. People are stowed in it like cattle in a pen, and so much time is consumed in the trip as to make it a serious objection to business men. The question "When will the new line be put in operation?" may be a very pertinent and apposite one, but it is not one I am able to answer. ALI BABA.

WOMAN'S RIGHTS.

The Pittsburg Oarswoman—Miss McAlice Means Business.

Miss Lottie McAlice, the winner in the late female race, publishes the following challenge:—

Having heard considerable talk since the late regatta that Miss Maggie Lew intended challenging me to a race for one thousand dollars a side, and having waited in vain for anything in the way of a formal challenge for some time, I now propose to give Miss Lew a chance to row me. I cannot row for one thousand dollars a side, but will row her a three-mile scull race on the upper Monongahela course for five hundred dollars a side, the race to come off on Saturday, the 18th of August, or at some other time that may be mutually agreed upon. If Miss Lew intends to make good what she has been saying, she, or her representatives, will meet me at Richardson's, Fifth (late Pennsylvania) avenue, on Saturday evening next, at 8 o'clock, to arrange the preliminaries. Having learned that Miss Mary Whalen has also expressed a desire to row me, I will row her on the same conditions as I propose to Miss Lew, and if she wishes a race she can meet me at the same time and place. If the young ladies mentioned do not regard this challenge, I hope that they will hereafter hold their peace.

MISS LOTTIE MCALICE.

Pittsburg, July 23, 1870.

SPECULATING IN DISEASE.

How Smallpox has been Spread Among the Indians.

From time to time the telegraph has informed us that the different tribes of Indians in Wyoming and Dakotah have been generally prostrated by smallpox, the ravages of which have nearly destroyed some bands. A few days ago the telegraph also reported the fearful rumor that the speculators in those Territories are sending east cargoes of buffalo robes and furs which are undoubtedly infected, and through which, in their thirst for gain, the traders do not hesitate to send into every market almost certain death to their purchasers. The Omaha *Herald* thus explains how the contagion began:—

"Last summer the steamboat Utah plied between Sioux City and Fort Benton. During one of her trips the smallpox broke out among the passengers and crew, and one death occurred on the trip. The boat landed a short distance below Milk river, and there the corpse was buried. The burial was witnessed by a number of Indians, of the Gros Ventres tribe, and as soon as the boat resumed its course, the body was disinterred, and the clothing stripped from the remains and distributed among the party who had perpetrated the act of desecration. The consequence may be imagined. In proper course of time the dreadful contagion broke out in its most virulent form among the savages. The devastation was so terrible that, out of one thousand nine hundred members of the tribe, seven hundred and fifty died."

HOW THE SPECULATORS OPERATED.

The *Herald* continues:—

"The Indian burial ceremony is not such as prevails among the civilized world. It is a custom, without deviation, to lay the dead upon the ground in the robe which encased the body while living, and cover up the remains with blush. There are speculators in the Indian country whose sole object in life seems to be to make money, without the slightest regard for the manner in which they do it. The robes which enclosed the dead bodies were valuable. The speculators, aware of this, determined to profit by it, and with no compunctions of conscience as to the consequences, not seeming to care in the least for the terrible suffering which the act would entail upon they knew not how many innocent victims, these men did not hesitate to roam the country in quest of the infected robes, and to convey them for storage to a warehouse in Fort Benton. Benjamin de Roche, a workman in the warehouse, was the first victim, and it was but a short time before nearly every house in Fort Benton was a smallpox hospital. Many died, and the most agonizing suffering prevailed. In the house of De Roche at one time there were ten persons in bed afflicted with the contagion which prevailed. The business houses were closed, and the city seemed to be doomed to desolation and death. In the face of this horrible visitation those who had engaged in the unholy traffic did not desist. They asserted that the place was alive with smallpox, and that, as it could be no worse, the arrival and storage of robes could make no difference. And thus, in the very midst of death desolation, and despair these human vultures continued their pestilence-breeding, death-dealing occupation.

A FIENDISH ACT AND A "RICH HARVEST."

"There is one incident connected with this startling horror which places a white victim in an attitude which, though he may not have known the full extent of the consequences of his act, was certainly a most fiendish one, and which was the cause of a greater destruction of life than the circumstances we have mentioned. This man, while he was suffering with the disease, obtained two yeast cans and filled them both with scabs.

"As soon as he was able to do so, he took an old shirt, rubbed it thoroughly with the contents of the boxes, and then placed the infected garment on the trail of the Piegans, on Highwood creek, where the Indians would be sure to find it. They did so, and in a short time afterwards the most frightful of calamities was visited upon that tribe. It spread with wonderful rapidity among the Blackfeet, Bloods, and River Crows, until the whole country within a radius of one hundred miles of Fort Benton and extending along the river for a much greater distance was infected with the disease, and deaths occurred by the thousand. From this awful source the speculators reaped a rich harvest. Robes and blankets were gathered in by the thousand and conveyed by boats down the river, thus conveying and scattering the disease broadcast over the land. The Government was finally informed of the matter, and General Hancock was promptly ordered to prohibit the shipment of robes, unless they were first inspected and found to be in a healthy condition. As there were few in the country not infected, the abominable traffic ceased, and the inhuman wretches who were engaged in it were for a time deprived of the benefits which their infamous trade had conferred upon them.

"But they did not despair. The ingenuity of the villain is certainly as apt as that of honest men. Cut off from shipping the diseased robes by river, they determined to take them overland, and gain a market by means of railroad communication. Thanks to the vigilance of the managers of the Union Pacific Railroad and to the prompt assistance of the military, this latter scheme has been throttled in its incipiency, and no more robes can pass over that road without having been inspected by a government officer and pronounced to be in good condition. There are now at Uinta station thirteen hundred robes which have been detained for examination.

"Not a single robe will be permitted to pass through Omaha that has not been examined by a competent officer. It is thought by many that the recent visitation of the pestilence to this city—which, thank God! is now over—was caused in this manner, and that the disease originated in the burial, one year ago, of a solitary passenger on the banks of the Missouri, hundreds of miles away. Could the horrible consequences of that act be computed, and the lives it has taken be enumerated, the record would be a frightful, ghastly one."

CURIOUS ACCIDENT.

A Novel Cure for Cancer.

The Scranton *Republican* is responsible for the following:—An accident of a curious character occurred to an old gentleman named Pettebone, who carries the mail between Wilkesbarre and Lake post-office, on Thursday last. About four miles from Wilkesbarre, on the road to Harvey's Lake, Mr. Pettebone attempted to pass one of the wagons of the G. A. R. Excursion, and the road being very narrow, he drove horse, wagon, and all over an embankment into a ravine of rocks, stumps, and brush. The members of the Grand Army immediately rushed to the rescue, and in a few minutes had raised the wagon and horse, to neither of which any damage was perceptible. The old man was more unfortunate, and was bleeding profusely from the face. Two medical gentlemen in the party made an examination, and found that the only injury he had received was on the nose. It appears that Mr. Pettebone was afflicted with cancer on the nose, and in falling struck his nasal organ in such a manner as to cut the cancer clean off. The nose was put into as good shape as possible by the two doctors, and if the cancer does not again make its appearance the accident will prove to have been a blessing in disguise.

EXPLOSION OF A SHELL.

Death of Four Persons.

The New Orleans *Picayune* of the 21st inst. says:—

We learn from Mr. Fremaux, Deputy Surveyor, who has just returned from Proffit Island, about four miles below Port Hudson, that a dreadful accident happened there on Friday last. It appears there are on the island quite a number of those deadly missiles which were known during the war as lamp-posts, and which were probably thrown there from the gunboats. One of them, a 150-pound shell, a number of men and boys took it into their heads to investigate, drilling at the vent with a steel hatchet and chisel. The result was that the shell exploded, killing outright two men and two boys, and wounding another boy.

Mr. Fremaux was standing near at the time, but escaped unharmed. He states the four persons killed were literally torn to atoms, being an indistinguishable mass of human flesh. It is useless to moralize on such a dreadful fact as the above. It carries its own warning with it.

CITY ITEMS.

ENTIRE LINEN SUITS FOR FIVE DOLLARS.
ENTIRE LINEN SUITS FOR FIVE DOLLARS.
ENTIRE LINEN SUITS FOR FIVE DOLLARS.
All kinds of Summer Clothing better in Cut, Make, and Fit than any other Stock of Ready-made Clothing in Philadelphia, and sold at prices
GUARANTEED LOWER THAN ANY OTHER.
Half way between Fifth and Sixth streets. { BENNETT & CO., TOWER HALL, 518 MARKET STREET.

ST. JAMES HOTEL, BOSTON, MASSACHUSETTS.—During the travelling season, if our patrons will kindly inform us, either by telegram or letter, of their intended arrival, we can be better prepared for their comfort.

In accordance with the reduction in the value of gold, the transient board at the St. James is reduced to Four Dollars per day.

PROPRIETOR ST. JAMES HOTEL.

MR. WILLIAM W. CASSIDY, the jeweller at No. 28 South Second street, has one of the largest and most attractive stocks of all kinds of Jewelry and Silverware in the city. He has also on hand a fine assortment of fine American Western Watches. Those who purchase at this store at the present time are certain to get the worth of their money.

GRAY HAIR RESUMES ITS ORIGINAL COLOR under the operation of PHALON'S VITALIA, OR SALVATION FOR THE HAIR, which contains nothing dirty, is transparent, without sediment, leaves no stain on he scalp, no unpleasant odor in the hair.

Sold by all druggists and fancy goods dealers.

EVERY MOTHER WHO REGARDS THE LIFE and health of her child should possess MRS. WINSLOW'S SOOTHING SYRUP. It is an old and well-tried remedy. It relieves the child from pain, softens the gums, reduces inflammation, cures wind colic, regulates the stomach and bowels, and, by giving rest and health to the child, comforts the mother.

SINGER'S FAMILY SEWING MACHINES, Ten dollars cash, Balance in monthly instalments. O. F. DAVIS, No. 816 Chesnut street.

NEW STYLE PICTURE.—The German Chromos made A. K. P. Trask, No. 40 N. Eighth street. They must be seen to be admired.

MARRIED.

GILBERT—NOLAN.—On the 9th of August, 1869, by the Rev. Samuel Durborow, JOHN J. GILBERT to ELLIE J. NOLAN. Subsequently solemnized according to the rites of the Catholic Church, by the Rev. John McAnany, at the Church of the Annunciation, July 14, 1870.

THOMAS—WILSON.—On the 24th instant, at the Centenary M. E. Parsonage. No. 4251 Haverford avenue, by Rev. E. I. D. Pepper, Mr. JOHN P. THOMAS to Miss MARY E. WILSON.

DIED.

CANNON.—On the 25th instant, ALICE, wife of Patrick Cannon, aged 45 years.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her husband, No. 242 Currant alley, on Thursday morning, 28th instant, at 8½ o'clock.

COX.—On the 24th instant, JAMES ARTHUR, infant son of James and Fanny Cox, aged 1 year and 16 days.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of his parents, No. 535 Alaska (formerly Bedford) street, on this (Tuesday) afternoon, at 3 o'clock. Interment at Cathedral Cemetery.

ELIAS.—On the 25th instant, MARGARET, wife of Henry Elias, in the 86th year of her age.

Due notice of her funeral will be given.

FRANCISCUS.—Suddenly, on the morning of the 23d instant, at Cresson, GEORGE C. FRANCISCUS.

Services to be held at his late residence, No. 1823 Chesnut street, at 4 o'clock P. M., on Tuesday, the 26th instant. Interment at Laurel Hill. Relatives and friends are respectfully invited to attend.

MCCARTNEY.—On the 24th instant, BRIDGET MCCARTNEY, wife of Daniel McCartney, aged 81 years.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her husband, No. 1312 Silbert street, on Wednesday at 7½ o'clock.

MORRIS.—On the 25th instant, MARY, wife of Bernard Morris, in the 50th year of her age.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her husband, No. 2210 Montrose street, on Thursday morning at 8½ o'clock.

ROBERTS.—On the 23d instant, Mrs. ANNIE ROBERTS, wife of George W. Roberts, in the 36th year of her age.

The relatives and friends, and also the Masonic Ladies, No. 12; Shackamaxon Tent, No. 4; and Sisters of the Forest, are respectfully invited to attend the funeral, on Wednesday afternoon at 1 o'clock, from the residence of her mother, Mary Brady, No. 727 Richmond street.

SCOTT.—Suddenly, on the 24th instant, JOHN E. SCOTT, aged 58 years and 10 months.

The relatives and friends of the family are respectfully invited to attend his funeral, from his late residence, No. 419 S. Fifth street, on Wednesday afternoon at 5 o'clock. Interment at Ebenezer Church Ground.

VAN GUNTEN.—On the 24th instant, REBECCA, wife of John Van Gunten, aged 51 years.

The relatives and friends of the family are requested to attend the funeral, from her late residence, No. 1212 Monterey street, on Wednesday afternoon, the 27th instant, at 4 o'clock.

CLOTHING.

JONES'
ONE-PRICE
CLOTHING HOUSE,
No. 604 MARKET Street.

OUR GARMENTS ARE WELL MADE.
OUR CUTTERS ARE MEN OF TALENT
BUT ONE PRICE IS ASKED.
SATISFACTION GUARANTEED EVERY PURCHASER.

4 11 mwf6ptf GEO. W. NIEMANN.

FURNITURE, ETC.

HOVER'S
Celebrated Patent Sofa Bedstead

Is now being made and sold in large numbers both in France and England. Can be had only at the manufactory. This piece of furniture is in the form of a handsome PARLOR SOFA, yet in one minute, without unscrewing or detaching in any way, it can be extended into a beautiful FRENCH BEDSTEAD, with Spring Hair Mattress complete. It has the convenience of a Bureau for holding, is easily managed, and it is impossible for it to get out of order. This Sofa Bedstead requires no props, hinges, feet, or ropes to support it when extended, as all other sofa beds and lounges have, which are all very unsafe and liable to get out of repair, but the Bedstead is formed by simply turning out the ends or closing them when the Sofa is wanted. The price is about the same as a lounge. An examination of this novel invention is solicited.

H. F. HOVER,
5 24 tuf6m No. 230 South SECOND Street, Philada

RICHMOND & CO.,
FIRST-CLASS
FURNITURE WAREROOMS
No. 45 SOUTH SECOND STREET,
EAST SIDE, ABOVE CHESNUT,
6 11 PHILADELPHIA

FURNITURE
Selling at Cost,
No. 1619 MARKET Street.
4 18 3m G. R. NORTH.

FINANCIAL.

A DESIRABLE
Safe Home Investment

THE
Sunbury and Lewistown Railroad Company

Offer $1,200,000 Bonds, bearing 7 Per Cent. Interest in Gold, Secured by a
First and Only Mortgage.

The Bonds are issued in
$1000s, $500s and $200s.

The Coupons are payable in the city of Philadelphia on the first days of April and October.

Free of State and United States Taxes.

The price at present is
90 and Accrued Interest in Currency.

This Road, with its connection with the Pennsylvania Railroad at Lewistown, brings the Anthracite Coal Fields 67 MILES nearer the Western and Southwestern markets. With this advantage it will control that trade. The Lumber Trade, and the immense and valuable deposit of ores in this section, together with the thickly peopled district through which it runs, will secure it a very large and profitable trade.

WM. PAINTER & CO.,
BANKERS,
Dealers in Government Securities,
No. 36 South THIRD Street,
6 9 tf4p PHILADELPHIA.

Free from U. S. Taxes.
Eight Per Cent. Per Annum in Gold.
A PERFECTLY SAFE INVESTMENT.
First Mortgage Bonds
OF THE ISSUE OF
$1,500,000,
BY THE
ST. JOSEPH AND DENVER CITY RAILROAD CO.,

Issued in denominations of $1000 and $500, Coupon or Registered, payable in 30 years, with Interest payable 15th August and 15th February, in New York, London, or Frankfort, free of tax. Secured by a mortgage only on a completed and highly prosperous road, at the rate of $13,503·79 per mile. Earnings in excess of its interest liabilities. This line being the Middle Route, is pronounced the
Shortest and most Natural One for Freight and Passenger Traffic Across the Continent. St. Louis and Fort Kearney Spanned by a Railway, and connecting with the Union Pacific at Fort Kearney.

Capital Stock of the Company....	$10,000,000
Land Grant, pronounced value of	8,000,000
First Mortgage Bonds.....	1,500,000
	$19,500,000

The remaining portion of this Loan now for sale at 97½ and accrued interest in currency. Can be had at the Company's Agencies in New York, TANNER & CO., Bankers, No. 49 WALL Street, or W. P. CONVERSE & CO., No. 54 PINE Street.

Pamphlets, Maps, and all information can be obtained at either of the above-named agencies.

The attention of Capitalists and Investors is particularly invited to these Securities. We are satisfied they are all that could be desired, and unhesitatingly recommend them.

TANNER & CO.,
FISCAL AGENTS,
No. 49 WALL STREET, NEW YORK.

W. P. CONVERSE & CO.,
COMMERCIAL AGENTS,
No. 54 PINE STREET,
6 9 tfrp NEW YORK.

FOR SALE
Williamsport City 6 Per Cent Bonds,
FREE OF ALL TAXES.
ALSO,
Philadelphia and Darby Railroad 7 Per Cent Bonds,
Coupons payable by the Chesnut and Walnut Streets Railway Company.
These Bonds will be sold at a price which will make them a very desirable investment.

P. S. PETERSON & CO.,
No. 39 SOUTH THIRD STREET,
9 6 PHILADELPHIA

FINANCIAL.

Wilmington and Reading RAILROAD
Seven Per Cent. Bonds.
FREE OF TAXES.

We are offering $200,000 of the Second Mortgage Bonds of this Company
AT 82½ AND ACCRUED INTEREST.

For the convenience of investors these Bonds are issued in denominations of
$1000s, $500s, and 100s.

The money is required for the purchase of additional Rolling Stock and the full equipment of the Road.

The receipts of the Company on the one-half of the Road now being operated from Coatesville to Wilmington are about TEN THOUSAND DOLLARS per month, which will be more than DOUBLED with the opening of the other half, over which the large Coa Trade of the Road must come.

Only SIX MILES are now required to complete the Road to Birdsboro, which will be finished by the middle of the month.

WM. PAINTER & CO.,
BANKERS,
No. 36 South THIRD Street,
5 5 PHILADELPHIA.

LEHIGH CONVERTIBLE
Per Cent. First Mortgage Gold Loan,
Free from all Taxes.

We offer for sale $1,750,000 of the Lehigh Coal and Navigation Company's new First Mortgage Six Per Cent. Gold Bonds, free from all taxes, interest due March and September, at
NINETY (90)
And interest in currency added to date of purchase.

These bonds are of a mortgage loan of $2,000,000, dated October 6, 1869. They have twenty-five (25) years to run, and are convertible into stock at par until 1879. Principal and interest payable in gold.

They are secured by a first mortgage on 5000 acres of coal lands in the Wyoming Valley, near Wilkesbarre, at present producing at the rate of 200,000 tons of coal per annum, with works in progress which contemplate a large increase at an early period, and also upon valuable Real Estate in this city.

A sinking fund of ten cents per ton upon all coal taken from the mines for five years, and of fifteen cents per ton thereafter, is established, and The Fidelity Insurance, Trust and Safe Deposit Company, the Trustees under the mortgage, collect these sums and invest them in these Bonds, agreeably to the provisions of the Trust.

For full particulars copies of the mortgage, etc., apply to
C. & H. BORIE,
W. H. NEWBOLD, SON & AERTSEN
JAY COOKE & CO.,
DREXEL & CO.,
E. W. CLARK & CO. 7 11 1m

SEVEN PER CENT.
First Mortgage Bonds
OF THE
Danville, Hazleton, and Wilkesbarre Railroad Company,
At 85 and Accrued Interest
Clear of all Taxes.

INTEREST PAYABLE APRIL AND OCTOBER.

Persons wishing to make investments are invited to examine the merits of these BONDS.

Pamphlets supplied and full information given by

Sterling & Wildman,
FINANCIAL AGENTS,
No. 110 SOUTH THIRD STREET,
4 19 tf PHILADELPHIA.

Government Bonds and other Securities taken in exchange for the above at best market rates.

GLENDINNING, DAVIS & CO.,
No. 48 SOUTH THIRD STREET,
PHILADELPHIA.

GLENDINNING, DAVIS & AMORY,
No. 17 WALL STREET, NEW YORK,
BANKERS AND BROKERS.

Receive deposits subject to check, allow interest on standing and temporary balances, and execute orders promptly for the purchase and sale of STOCKS, BONDS and GOLD, in either city.

Direct telegraph communication from Philadelphia house to New York. 1 2

ELLIOTT & DUNL
BANKERS
No. 109 SOUTH THIRD STREET,

DEALERS IN ALL GOVERNMENT SECURITIES, GOLD BILLS, ETC.

DRAW BILLS OF EXCHANGE AND ISSUE COMMERCIAL LETTERS OF CREDIT ON THE UNION BANK OF LONDON.

ISSUE TRAVELLERS' LETTERS OF CREDIT ON LONDON AND PARIS, available throughout Europe.

Will collect all Coupons and Interest free of charge for parties making their financial arrangements with us. 4 26

B. K. JAMISON & CO.,
SUCCESSORS TO
P. F. KELLY & CO.,
BANKERS AND DEALERS IN
Gold, Silver and Government Bonds
At Closest Market Rates,
N. W. Cor. THIRD and CHESNUT Sts.

Special attention given to COMMISSION ORDERS in New York and Philadelphia Stock Boards, etc. etc. 9 6

FINANCIAL.

JAY COOKE & CO.
PHILADELPHIA, NEW YORK, AND WASHINGTON,
BANKERS
AND
Dealers in Government Securities.

Special attention given to the Purchase and Sale of Bonds and Stocks on Commission, at the Board of Brokers in this and other cities.

INTEREST ALLOWED ON DEPOSITS.

COLLECTIONS MADE ON ALL POINTS.

GOLD AND SILVER BOUGHT AND SOLD.

RELIABLE RAILROAD BONDS FOR INVESTMENT.

Pamphlets and full information given at our office,
No. 114 S. THIRD Street,
PHILADELPHIA. 6 1 3m

UNION PACIFIC RAILROAD CO.
Land Grant Bonds

Are obligations of the UNION PACIFIC RAILROAD COMPANY, secured by all the lands which they received from the Government, amounting to about 12,000,000 acres.

The total amount of the land grant mortgage is
$10,400,000.

Between July 28, 1869, and July 1, 1870, the Union Pacific Railroad Company sold 181,462 32-100 acres for $334,091·03, being an average price of $1·60 per acre.

The Company have received $521,000 land grant bonds in payment for land sold, and they have destroyed the $521,000 bonds, and have reduced the amount of the bonds to that extent. The Union Pacific Railroad hold obligations of settlers amounting to $243,745·08, secured by the land purchased by them, which is also pledged to the redemption of the land grant bonds. Should the sales of land continue as above, the whole issue of land grant bonds will be retired and cancelled within ten (10) years.

The Union Pacific Railroad land grant bonds pay SEVEN PER CENT. INTEREST, April and October. Run for twenty (20) years. For sale at $785 each.

DE HAVEN & BRO.,
No. 40 South THIRD Street.

NOTICE.
TO TRUSTEES AND EXECUTORS.

The cheapest investment authorized by law are the General Mortgage Bonds of the Pennsylvania Railroad Company.

APPLY TO
D. C. WHARTON SMITH & CO.,
BANKERS AND BROKERS,
No. 121 SOUTH THIRD STREET,
PHILADELPHIA.

SILVER
FOR SALE.
C. T. YERKES, Jr., & CO.,
BANKERS AND BROKERS,
No. 20 South THIRD Street.
6 26 PHILADELPHIA.

THE
Lehigh Valley Railroad Company

Will, until August 1 next, pay off at
Par and Accrued interest,
Any of their FIRST MORTGAGE BONDS, due in 1873, on presentation at their Office, No. 302 WALNUT Street.

L. CHAMBERLAIN,
TREASURER.
June 23, 1870. 6 27 1m4p

DREXEL & CO.,
No. 34 SOUTH THIRD STREET.
American and Foreign
BANKERS,

ISSUE DRAFTS AND CIRCULAR LETTERS OF CREDIT available on presentation in any part of Europe.

Travellers can make all their financial arrangements through us, and we will collect their interest and dividends without charge.

DREXEL, WINTHROP & Co., New York. | DREXEL, HARJES & Co., Paris. [3

Edmund D. Randolph & Co.
FORMERLY Smith, Randolph & Co. PHILA. & N.Y.
Bankers, 5 Nassau St. N. York.
Dealers in U.S. Bonds. Members of Stock and Gold Exchanges.
Issue Bills on London, Paris & Germany and Letters of Credit available throughout Europe.

STOCKS, LOANS, ETC., BOUGHT AND SOLD AT THE BOARD OF BROKERS, BY GEORGE J. BOYD,
7 14 thstu3m* No. 18 S. THIRD Street.

HATS AND CAPS.

WARBURTON'S IMPROVED VENTILATED and easy-fitting Dress Hats (patented), in the improved fashions of the season. CHESNUT Street next door to the Post Office. 7 01

ONE DOLLAR GOODS FOR 95 CENTS, 10 15 [87] DIXON'S, No. 21 S. EIGHTH Street.

THE AUGUST MAGAZINES.

"HARPER'S."

The contents of the August number of *Harper's Magazine*, which we have received from Turner & Co., are as follows:—

"The Raquette Club," Charles Hallock, with thirteen illustrations; "South Coast Saunterings in England (Saunter VI), Canterbury I," M. D. Conway, with nine illustrations; "My Mocking Bird," Julia C. R. Dorr; "The Electric Light," Jacob Abbott, with six illustrations; "A Visit to Bangkok," Allan D. Brown, with eleven illustrations; "The Auto da Fe of 1755," W. W. Woodson; "Early History of Colorado," William M. Byers; "Two Hearts," Harriet Prescott Spofford; "Frederick the Great—IX. The Campaign of Moravia," with five illustrations; "The Old Love Again," by Annie Thomas, with one illustration; "By-paths to Prosperity," William C. Wycoff; "Played to the End," by the author of "My Daughter Elinor;" "American Artists in Italy," Samuel Osgood, D. D.; "As Easy as Lying," Leonard W. Sewell; "Two Poets," Charles Landor; "Only Clodhoppers," Mrs. Frank McCarthy; "Female Suffrage—A Letter to the Christian Women of America (Part I), Susan F. Cooper; "Anteros," by the author of "Guy Livingstone;" "Heart Ache," Carl Spencer; "Editor's Easy Chair," "Editor's Literary Record," "Editor's Scientific Record," "Editor's Historical Record," "Editor's Drawer."

We quote as follows from "By-paths to Prosperity," by W. C. Wycoff:—

In certain trades long apprenticeship is required to confer by practice the requisite taste and skill. But when there is added to the necessity for experience and practice to insure good handiwork the restriction of a small demand for the product of such labor, the craft can comprise but few members, and it may become a monopoly. A branch of the industry over which Saint Crispin presides has recently come into existence, to meet the separate requirements of a class itself widely removed from saintly patronage. There is now in almost every important city in this country a "theatrical bootmaker;" and if the statements that have appeared are reliable, the price obtained for the adjuncts to the elegance of "the buskined stage" is about five times that of the ordinary calf-skin footcoverings.

The addition of genius to the dexterity which is acquired by training may in some occupations convert the artisan into the artist, and by the perfection of handiwork secure the meed of fame. Of these, type-cutting and hand-printing, in the early days of those arts, tapestry-work and line-engraving, present familiar examples, and the names of John Baskerville, William Caxton, the Gobelin family, and Albert Durer are not likely soon to be forgotten.

There is an artist in New York who has developed a peculiar skill in the rare art of cutting cameos. Do you wish the stone to represent your own lineaments or those of your most loved one? is there a scene, a device, an emblem that is dear to your memory? name your desire, and he will reproduce the likeness in high or low relief, perpetual, in stone. From the actual sitter, from the bust, the photograph, the painting, or perhaps even the pencil-sketch with a few words of description, this man of genius can construct the counterfeit presentment. He, and the admirable artist who has recently furnished the public with silhouettes of marvellous delicacy and singular beauty of outline—the original cuttings of black paper being now copied as engravings and popularized through the agency of the printing-press—are probably not much troubled by competition.

The manufacture of artificial noses is a unique business in which rivalry is not apt to be excessive; and should we pity the person who makes this his specialty at a season when his trade is dull, we must yet hesitate to accord him such sympathy as to wish him an increase of customers. A certain studio in the fifth story of a building in Broadway used to be better known to the "fancy" than any other rooms in the city where the painter's skill may give to fancy shape. The artist who occupied those premises rarely had in daylight an idle hour: sitters thronged upon him, and waited for their turn with their faces in their handkerchiefs, their hats drawn down over their eyes, or, if of the gentler sex—and there were many such—closely veiled. His especial skill and constant occupation was in painting to a natural tint the human countenance, when its divinity was obscured by bruises or by a "black eye."

Of a humbler grade is the "artist" who confines his efforts to repairing the injuries and fractures of meerschaum pipes. There are professional destroyers of vermin who contract by the month or quarter to remove rats, mice, and roaches from hotels, restaurants, etc. Some of these hunters of small deer also furnish live rats in large numbers within twenty-four hours from order, for the exhibitions of dog-pits. They do not keep the rats on hand, but catch them as required. It is generally believed, and is perhaps true, that they use some bait or attractive scent in trapping the vermin. Such is not, however, the explanation as the writer heard it from the lips of one of the most skilled in this vocation.

"I never use bait or drugs. I have studied the animal." Here he drew himself up in the consciousness of superior knowledge, and proceeded with a lofty air. "No man that understands the rat needs such things; nor are fancy rat-traps of any account. Look at a rat's nest! It is hid behind a wall. It is near a chimney or a heat flue, so that it is kept warm. It is lined with soft stuff—rags, hair, lint, torn paper. Would you catch rats? Make a nest for them. Use a box having a sliding door to a small aperture. Put rags in the box, or sawdust, or both, and leave it in the warmest part of a room that the rats frequent, covered with an old carpet, the aperture left open. No one must disturb the room; the longer things are thus left the better. There will be a time when you can walk in quietly, drop the sliding door, and carry off the box under your arm with every rat inside that was in the building."

"At what hour of the day or night do you find all the rats in?" we inquired.

"You would not ask the question if you had studied the rat," was the somewhat evasive reply.

About once a week a man puts his head into our office, and says "Wanchewredinkmister?" and, not receiving any reply, departs. Some months elapsed before we succeeded in discovering the intent of his inquiry. He is presumably a German, and vends carmine writing fluid to those who apprehend and affirmatively answer his question, "Want you red ink, mister?" A man well known in engraving establishments seems to make his rounds about once a month. The whole point of his existence is to sell diamond points for engravers' use—one lasting the best part of a lifetime. An industrious individual makes barrel-bungs for a living. A Boston gentleman feathered his own nest by producing wooden nest-eggs. A new commercial business is confined to furnishing oil to be used only on sewing-machines. In Paris an "International Exhibition of Fans" is announced. In New York there is a house exclusively engaged in the manufacture and sale of church furniture. In Boston there is a shop devoted to the sale of glass chimneys for kerosene lamps.

With patience, success in a retail business devoted to a single article is almost certain in a large city. Thus, let a man sell nothing but dolls' heads, keeping his prices well down, and remaining in the same store for years, and although, perhaps, for a long while unnoticed, and strongly tempted to expand his business into a toy shop or a variety store, if persistent in the one idea, he will eventually attract an exclusive trade, and draw customers for dolls' heads from distant quarters; for it is alike the observation of buyers and sellers that the best place to buy an article is that where only that article is dealt in. But if the dealer in the case supposed were to include the bodies, the garments, and the furniture of dolls, he might procure a larger business in the first few years, but with no such prospect of ultimate increase or permanency.

The specialties of scientific knowledge give occupation to men possessed of thorough knowledge of peculiar departments. To enumerate these special callings is but to give the designations appropriate to the divisions of science. The professions are similarly pursued in individual lines; and we have patent lawyers and divorce lawyers, cancer doctors, and chiropodists. Of the last there was one who went travelling from house to house, before the days when citizens hired a "corn doctor" by the year to operate monthly, whose reputation was founded upon an alleged capacity for extracting the roots of corns. After nicely trimming the afflicted feet, he would affect to pull out the said roots with tweezers. He bored a small hole in the corn, and his legerdemain was very neat; but a gentleman on whom he operated kept a "root," and examined it under a microscope. It was a piece of a fish-bone.

With special reference to human frailty, there is a business reduced to a system in Paris, employing a number of discreet deputies, who go around to liquor shops and places of public resort at night, and accompany, or otherwise assist to their homes, for a consideration, inebriated gentleman, who would otherwise fall into the hands of the police. In that city there is also, at almost every alternate street-corner, that most valuable of messengers, the *commissionnaire*. Licensed, and amenable to strictly-enforced penalties if he overcharges, defaults, or even blunders, he is yet your servant for the occasion, capable, for a reasonable compensation per hour, of the greatest variety of service. He can procure for you a ball-ticket; order your dinner, and summon your company; ascertain the whereabouts of a book in the public libraries or the shops; perhaps even collect a bill or prepare the preliminaries of an *affaire du cœur*. He is frequently employed by a jealous husband or wife to follow, and report upon the movements of the suspected party; and occasionally the same agent is hired by both the partners in domestic infelicity.

A business has grown into formidable dimensions within a few years in London which it is impossible to regard with complacency. The nearest approach to it in this country is the Association for the Suppression of Gambling, which, with a worthier motive, adopts somewhat similar means. "Private Inquiry" offices are an invention to the credit of which England is perfectly welcome; and we devoutly hope that nobody on this side of the water will either copy or infringe upon their peculiarities. Employing great numbers of young men and women apparently engaged in other pursuits, as house-servants, clerks, etc., to collect and communicate to a central office all the gossip, scandal, and personalities that they can pick up and acquire in the families or firms where they have such opportunities, these establishments obtain information in vast quantities, which is carefully recorded and tabulated. This information, these family secrets obtained by infamous bribery and espionage, are for sale. To these offices a husband or wife proceeds in search of evidence when thinking of applying for a divorce. Thither, also, go morbid wretches in search of food for jealousy; partners who doubt each other; employers who suspect their agents. And so widely spread are the ramifications by which this institution has penetrated the privacy of British households, that it is said that an applicant rarely calls at an office without finding that there are at least some details already "booked" respecting the object of his inquiries. But no profit which may accrue to employers or employed can compensate for the utter loss of self-respect involved in such an occupation.

When in literature the subdivisions of industry are placed upon a mere trading basis, singular effects follow. Experience in a restricted avocation results in peculiar skill, and the work of the expert in some branch of literary pursuit is not apt to want dexterity or finish. Yet, whenever the produce of one man's brains is sold to be fathered as another's, whatever benefit each may receive pecuniarily, morally both must be injured. Although for years it has been customary to sell sermons in England, and the practice is alluded to by the poet Cowper, we cannot admire it. More recently their newspapers advertise to furnish either sermons or the mere skeletons of sermons, with illustrations, on subjects selected by the purchaser, or from a general assortment; to be sent by mail on receipt of price.

Lecturers also can be similarly supplied with "original MS. lectures." Some of the subjects are thus enumerated in an advertisement:—"Coincidences. Freemasonry—its history, secret rites, and mysteries. Superstitions. Social and Humorous Sketches. Swiss History. Inventors and their Opponents." There is in England a class of reporters who do not themselves write anything for the journals, and are not known as connected with them; they simply collect incidents for others who write descriptive reports.

The French capital is famous for providing literary wares adapted to all exigencies. At the time of the *Exposition Universelle*, there were scribes to be found who could produce light or solid essayf upon any topic, division, or article illustrated or exhibited therein, in any language required. One of these literary hacks furnished the complete and exhaustive report upon industries represented in the exhibition which a commissioner from a foreign nation presented to his Government as the result of his own investigation. And this elaborate report, upon which the commissioner was generally complimented, was not only written in his native tongue, but was also an accurate imitation of his usual handwriting. Perhaps it is not too much to say that the Pascal-Newton forgeries may be accounted the ripe fruit of so dangerous a vocation.

Edgar A. Poe, the poet, had acquired a facility in imitating handwriting which he once turned to account as a practical joke. A lady at Washington left with him her book of autographs, containing those of a large number of celebrated individuals, with the request that he would add his own. The autographs in the book were scattered through it without any arrangement. Poe kept the book a few weeks, and when he returned it there appeared a duplicate of each autograph upon the page opposite or nearest adjoining. Neither the owner of the book nor any one else was able thereafter to decide which were the genuine autographs and which Poe's *facsimiles*.

In her "Letter to the Christian Women of America," Mrs. Susan F. Cooper makes a strong and forcible argument against female suffrage, which is well worthy of the attention of those especially who have only considered the subject from a sentimental and theoretical point of view:—

Let us suppose that to-day the proposed revolution were effected; all women, without restriction, even the most vile, would be summoned to vote in accordance with their favorite theory of inalienable right. That class of women, and other degraded classes of the ignorant and unprincipled, will always be ready to sell their votes many times over—to either party, to both parties, to the highest bidder, in short. They will sell their vote much more readily than the lowest classes of men now do. They will hold it with greater levity. They will trifle with it. They will sell their vote any day for a yard of ribbon or a tinsel brooch—unless they are offered two yards of ribbon or two brooches. They will vote over again every hour of every election day, by cunning disguises and trickery. And thus, so far as women are concerned, the most degraded element in society will, in fact, represent the whole sex. Nay, they will probably not unfrequently command the elections, as three colored women are said once to have done in New Jersey. A hundred honest and intelligent women can have but one vote each, and at least fifty of these will generally stay at home. If, which God forbid, it actually comes to female voting, a very small proportion of the sex will, at common elections, appear at the polls. Avocations more urgent, more natural to them, and in which they are more deeply interested, will keep them away. The degraded women will be there by the scores, as tools of men, enjoying both the importance of the hour, the fun, and the pay. Fifty women, known to be thieves and prostitutes, will hold, at a moderate calculation, say two hundred votes. And, as women form the majority of the resident population in some States, that wretched element of society will, in fact, govern those States, or those who bribe them will do so. Massachusetts, very favorable to female suffrage now, will probably come round to the opinion of New Jersey in former days. Great will be the consumption of cheap ribbons, and laces, and artificial flowers and feathers, and tinsel jewelry, in every town and village about election time, after emancipation is achieved. We are compelled to believe so, judging from our knowledge of human nature, and of the use already made of bribery at many elections. The demagogues will be more powerful than ever. Their work will be made easy for them. It seems, indeed, probable that under the new era our great elections shall become a sort of grand national gift concerns, of which the most active demagogues of all parties will be the managers. Not that women are more mercenary or more unprincipled than men. God forbid! That would be saying too much. We entirely believe the reverse to be true. But the great mass of women can never be made to keep a deep, a sincere, a discriminating, a lasting interest in the thousand political questions ever arising to be settled by the vote. They very soon weary of such questions. On great occasions they can work themselves up to a state of frenzied excitement over some one political question. At such times they can produce a degree of unreasoning prejudice, of passionate hatred, of blind fury, even beyond what man can boast of. But, in their natural condition, in everyday life, they do not take instinctively to politics as men do. Men are born politicians; just as they are born masons, and carpenters, and soldiers, and sailors. Not so women. Their thoughts and feelings are given to other matters. The current of their chosen avocations runs in another channel than that of politics—a channel generally quite out of sight of politics; it is an effort for them to turn from one to the other. With men, on the contrary, politics, either directly or indirectly, are closely, palpably, inevitably blended with their regular work in life. They give their attention unconsciously, spontaneously, to politics. Look at a family of children, half boys, half girls: the boys take instinctively to whips and guns and balls and bats and horses, to fighting and wrestling and riding; the girls fondle their dolls, beg for a needle and thread, play at housekeeping, at giving tea-parties, at nursing the sick baby, at teaching sceool. That difference lasts through life. Give your son, as he grows up, a gun and a vote; he will delight in both. Give your daughter, as she grows up, a gun and a vote, and, unless she be an exceptional woman, she will make a really good use of neither. Your son may be dull; but he will make a good soldier, and a very tolerable voter. Your daughter may be very clever; but she would certainly run away on the battle-field, and very probably draw a caricature on the election ticket. There is the making of an admirable wife and mother, and a valuable member of society, in that clever young woman. She is highly intelligent, thoroughly well educated, reads Greek and Latin, and has a wider range of knowledge and thought than ninety-nine in a hundred of the voters in the same district; but there is nothing of the politician in her nature. She would rather any day read a fine poem than the best political speech of the hour. What she does know of politics reaches her through that dull but worthy brother of hers. It is only occasionally that we meet women with an inherent bias for politics; and those are not, as a rule, the highest type of the sex—it is only occasionally that they are so. The interest most women feel in politics is secondary, factitious, engrafted on them by the men nearest to them. Women are not abortive men; they are a distinct creation. The eye and the ear, though both belonging to the same body, are each, in a certain sense, a distinct creation. A body endowed with four ears might hear remarkably well; but without eyes it would be of little use in the world. A body with four eyes would have a fourfold power of vision, and would consequently become nearly as sharp-sighted as a spider; but without hearing its powers of sight would avail little In both cases, half the functions of the human being, whether physical or mental, would be very imperfectly performed. Thus it is with men and women; each has a distinct position to fill in the great social body, and is especially qualified for it. These distinct positions are each highly important. And it is reasonable to believe that, by filling their own peculiar position thoroughly well, women can best serve their Creator, their fellow-creatures, and themselves. No doubt you may, if you choose, by especial education from childhood upward, make your girls very respectable politicians, as much so as the majority of your sons. But in that case you must give up your womanly daughters—you must be content with manly daughters. This essential difference between the sexes is a very striking fact; yet the advocates of female suffrage constantly lose sight of it; they talk and write as if it had no existence. It is not lack of intellect on the part of women, but difference of intellect, or rather a difference of organization and affinities giving a different bias to the intellect, which is the cause of their distinct mental character as a sex. And, owing to this essential difference, the great majority of women are naturally disinclined to politics, and partially unfitted for action in that field.

PERSONAL.

PROPOSALS FOR NAVAL MATERIAL.

NAVY DEPARTMENT,
BUREAU OF EQUIPMENT AND RECRUITING,
July 11, 1870.

SEALED PROPOSALS to furnish material for the Navy for the fiscal year ending June 30, 1871, will be received at this Bureau until 10 o'clock A. M. of the 5th of August next, at which time the proposals will be opened.

The proposals must be addressed to the "Chief of the Bureau of Equipment and Recruiting, Navy Department, Washington," and must be indorsed "Proposals for Materials for the Navy," that they may be distinguished from other business letters.

Printed schedules for any class, together with instructions to bidders, giving the forms of proposal, of guarantee, and of certificates of guarantors, will be furnished to such persons as desire to bid on application to the commandants of the respective navy yards, and those of all the yards on application to the Bureau.

The Commandant of each navy yard and the purchasing Paymaster of each station will have a copy of the schedules of the other yards, for examination only, in order that persons who intend to bid may judge whether it is desirable to make application for any of the classes of those yards.

The proposals must be for the whole of a class, and all applications for information or for the examination of samples must be made to the Commandants of the respective yards.

The proposals must be accompanied by a certificate from the Collector of Internal Revenue for the district in which the bidder resides that he has a license to deal in the articles for which he proposes, and he must further show that he is a manufacturer of or a regular dealer in the articles which he offers to supply. The guarantors must be certified by the Assessor of Internal Revenue for the district in which they reside.

The contract will be awarded to the person who makes the lowest bid and gives the guarantee required by law, the Navy Department, however, reserving the right to reject the lowest bid or any which it may deem exorbitant.

Sureties in the full amount will be required to sign the contract, and their responsibility must be certified to the satisfaction of the Navy Department. As additional security, twenty per centum will be withheld from the amount of the bills until the contract shall have been completed, and eighty per centum of the amount of each bill, approved in triplicate by the Commandant of the respective yards, will be paid by the Paymaster of the station designated in the contract in funds or certificates, at the option of the Government, within ten days after the warrant for the same shall have been passed by the Secretary of the Treasury.

The classes of this Bureau are numbered and designated as follows:—

No. 1—Flax Canvas, etc.	No. 13—Soap and Tallow.
No. 2—Cotton Canvas, etc.	No. 14—Ox hides for rope.
No. 3—Cotton Hammock Bag and Cot staff.	No. 15—Brushes.
No. 4—Iron and Steel.	No. 16—Ship Chandlery.
No. 5—Galley Iron.	No. 17—Tar and Tar Oil.
No. 7—Chain Iron.	No. 18—Stationery.
No. 8—Hardware.	No. 19—Dry Goods.
No. 9—Cooking Utensils.	No. 20—Firewood and coal.
No. 11—Tin and Zinc.	No. 21—Sand.
No. 12—Leather.	

CHARLESTOWN NAVY YARD.

Classes Nos. 2, 3, 4, 8, 9, 12, 13, 14, 15, 16, 17, 18, 20.

BROOKLYN, NEW YORK.

Classes Nos. 1, 2, 3, 8, 9, 12, 13, 15, 16, 17, 18, 19, 20, 21.

PHILADELPHIA.

Classes Nos. 2, 8, 12, 16, 17, 18, 19, 20.

WASHINGTON.

Classes Nos. 2, 4, 5, 6, 7, 8, 11, 12, 13, 16, 17, 18, 20.

NORFOLK.

Classes Nos. 2, 3, 8, 9, 11, 12, 13, 15, 16, 17, 18, 19, 20.

PORTSMOUTH, N. H.

Classes Nos. 2, 8, 12, 13, 16, 17, 18, 19, 20, 21.

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NOTICE RELATING TO ARTIFICIAL LIMBS.

WAR DEPARTMENT,
SURGEON-GENERAL'S OFFICE,
WASHINGTON, July 15, 1870.

Congress having provided, by acts approved June 17, June 30, and July 11, 1870, for the reissue every five years of Artificial Limbs, or the value thereof in money, to officers, soldiers, seamen and marines who have lost limbs in the service of the United States, the following instructions are published for the benefit of those interested.

Applications should be made direct to the Surgeon-General, from whose office the necessary blanks will be furnished on request.

Upon applications for limbs in kind, orders will be given by the Surgeon-General, upon any manufacturer selected, who shall first have filed a bond in the sum of five thousand dollars, with two sureties, to furnish good and satisfactory limbs, without extra charge to the soldier, and make good all defects of material or workmanship without additional charge, subject in all cases to the inspection of such persons as the Surgeon-General may designate.

Blank forms of bonds will be furnished by this office.

Transportation to and from the place of fitting the limb will also be furnished upon a written request addressed to the Surgeon-General.

Applications for commutation will be certified by the Surgeon-General, and transmitted to the Commissioner of Pensions for payment, through the local pension agents.

As full instructions will be forwarded from this office with the blank form of application, the expense of employing an attorney or agent will be in no case necessary.

J. K. BARNES,
7 23 4t Surgeon-General U. S. Army.

FURNACES.

Established in 1835.

Invariably the greatest success over all competition whenever and wherever exhibited or used in the UNITED STATES.

CHARLES WILLIAMS'

Patent Golden Eagle Furnaces,

Acknowledged by the leading Architects and Builders to be the most powerful and durable Furnaces offered, and the most prompt, systematic, and largest house in this line of business.

HEAVY REDUCTION IN PRICES,

and only first-class work turned out.

Nos. 1132 and 1134 MARKET Street,

PHILADELPHIA.

N. B.—SEND FOR BOOK OF FACTS ON HEAT AND VENTILATION. 6 23 4tm

Corn Exchange Bag Manufactory

JOHN T. BAILEY,

N. E. Cor. WATER and MARKET Sts

ROPE AND TWINE, BAGS and BAGGING, for Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc. Large and small GUNNY BAGS constantly on hand. Also, WOOL SACKS.

ALEXANDER G. CATTELL & CO.
PRODUCE COMMISSION MERCHANTS,
No. 26 NORTH WHARVES
AND
No. 27 NORTH WATER STREET,
PHILADELPHIA.
ALEXANDER G. CATTELL. ELIJAH CATTELL.

PROPOSALS.

PROPOSALS FOR STAMPED ENVELOPES AND NEWSPAPER WRAPPERS.

POST OFFICE DEPARTMENT, July 11, 1870.

SEALED PROPOSALS will be received until 12 o'clock M., on the 11th days of August, 1870, for furnishing all the "Stamped Envelopes" and "Newspaper Wrappers" which this Department may require during a period of four (4) years, commencing on the 1st day of October, 1870, viz:—

STAMPED ENVELOPES.

No. 1. Note size, 2¾ by 5¼ inches—two qualities.
No. 2. Ordinary letter size, 3 1-16 by 5½ inches—three qualities.
No. 3. Full letter size, 3¼ by 5½ inches—three qualities.
No. 4. Full letter size, (for circulars), ungummed on flap, 3½ by 5½ inches—one quality.
No. 5. Extra letter size, 3½ by 6¼ inches—three qualities.
No. 6. Extra letter size, 3½ by 6¼ inches (for circulars,) ungummed on flap—one quality.
No. 7. Official size, 3 15-16 by 8¾ inches—two qualities.
No. 8. Extra official size, 4¼ by 10¼ inches—one quality.

STAMPED NEWSPAPER WRAPPERS.

Six and a five-eighths by 9⅜ inches (round cut)—one quality.

EMBOSSING, WATER-MARKS, PRINTING, RULING PAPER STYLE OF MANUFACTURE.

All of the above Envelopes and Wrappers must be embossed with postage stamps, of such denominations, styles, and colors, must have such water-marks or other devices to prevent imitation, and bear such printing and ruling as the Postmaster-General may direct. The envelopes must be made in the most thorough manner, equal in every respect to the samples furnished to bidders by the Department. The paper must be of approved quality, specially manufactured for the purpose.

Whenever envelopes are order of the styles known as "Black-lined" or "Self-ruled," (lines printed inside, or ruled on the face), the same shall be furnished without additional cost, the contractor to pay all charges for royalty in the use of patented inventions for said lined or ruled envelopes.

DIES.

The dies for embossing the postage stamps on the envelopes and wrappers are to be executed to the satisfaction of the Postmaster-General, in the best style, and they are to be provided, renewed and kept in order at the expense of the contractor The Department reserves the right of requiring new dies for any stamps, or denominations of stamps not now used, and any changes of dies or colors shall be made without extra charge.

Before closing a contract the successful bidder may be required to prepare and submit new dies for the approval of the Department. The use of the present dies may or may not be continued.

The dies shall be safely and securely kept by the contractor, and should the use of any of them be temporarily or permanently discontinued they shall be promptly turned over to the Department, or its agent, as the Postmaster-General may direct.

GUM.

The envelopes must be thoroughly and perfectly gummed, the gumming on the flap of each (except for circulars) to be put on by hand not less than half an inch the entire length; the wrappers to be also hand-gummed not less than three-fourths of an inch in width across the end.

SECURITY FROM FIRE AND THEFT.

Bidders are notified that the Department will require, as a condition of the contract, that the envelopes and wrappers shall be manufactured and stored in such a manner as to insure security against loss by fire or theft.

The manufactory must at all times be subject to the inspection of an agent of the Department, who will require the stipulations of the contract to be faithfully observed.

PACKING.

All envelopes and wrappers must be banded in parcels of twenty-five, and packed in strong pasteboard or straw boxes, securely bound on all the edges and corners with cotton and linen cloth, glued on, each to contain not less than two hundred and fifty of the note and letter sizes, and one hundred each of the official or extra official size, separately. The newspaper wrappers to be packed in boxes, to contain not less than two hundred and fifty each. The boxes are to be wrapped and securely fastened in strong manilla paper, and sealed, so as to safely bear transportation by mail for delivery to postmasters. When two thousand or more envelopes are required to fill the order of a postmaster, the straw or pasteboard boxes containing the same must be packed in strong wooden cases, well strapped with hoop-iron, and addressed; but when less than two thousand are required, proper labels of direction, to be furnished by an agent of the Department, must be placed upon each package by the contractor. Wooden cases, containing envelopes or wrappers, to be transported by water routes, must be provided with suitable water-proofing. The whole to be done under the inspection and direction of an agent of the Department.

DELIVERY.

The envelopes and wrappers must be furnished and delivered with all reasonable despatch, complete in all respects ready for use, and in such quantities as may be required to fill the daily orders of postmasters; the deliveries to be made either at the Post Office Department, Washington, D. C., or at the office of an agent duly authorized to inspect and receive the same; the place of delivery to be at the option of the Postmaster-General, and the cost of delivering, as well as all expense of storing, packing, addressing, labelling, and water-proofing to be paid by the contractor.

SAMPLES.

Specimens of the envelopes and wrappers for which proposals are invited, showing the different qualities and colors of paper required, the cuts, and style of gumming, with blank forms of bids, may be had on application to the Third Assistant Postmaster-General.

This advertisement and a specimen of the sample envelopes and wrapper furnished by the department must be attached to and made part of each bid.

GUARANTEE.

No proposal will be considered unless offered by a manufacturer of envelopes, and accompanied by a satisfactory guarantee signed by at least two responsible parties.

AWARD—AGREEMENT—BONDS.

The contract will be awarded to the lowest responsible bidder for all the envelopes and wrappers, the prices to be calculated on the basis of the number used of the several grades during the last fiscal year, which was as follows:—

Note size	1,468,250
Letter size, first quality	60,467,500
Letter size, second quality	8,956,750
Letter size, second quality (ungummed)	3,618,000
Extra letter size, first quality	5,815,750
Extra letter size, second quality (ungummed)	454,000
Official size	569,900
Extra official size	3,100
Newspaper wrappers	4,936,250
Total	86,289,500

Within ten days after the contract has been awarded, the successful bidder shall enter into an agreement in writing with the Postmaster-General to faithfully observe and keep the terms, conditions, and requirements set forth in this advertisement, according to their true intent and meaning, and shall make, execute, and deliver, subject to the approval and acceptance of the Postmaster-General, bonds with good and sufficient sureties in the sum of Two Hundred Thousand Dollars ($200,000) as a forfeiture for the faithful performance of said agreement or contract, according to the provisions and subject to the liabilities of the seventeenth section of an act of Congress entitled "An act legalizing and making appropriations for such necessary objects as have been usually included in the general appropriation bills without authority of law, and to fix and provide for certain incidental expenses of the departments and offices of the Government, and for other purposes," (United States Statutes at Large, vol. 5, page 256), approved August 26, 1842, which act provides that in case the contractor shall fail to comply with the terms of his contract, "he and his sureties shall be liable for the forfeiture specified in such contract as liquidated damages, to be sued for in the name of the United States in any court having jurisdiction thereof."

RESERVATIONS.

The Postmaster-General reserves to himself the following rights:—

1. To reject any and all bids, if, in his judgment, the interests of the Government require it.

2. To annul the contract whenever the same or any part thereof is offered for sale for the purpose of speculation; and under no circumstances will a transfer of the contract be allowed or sanctioned to any party who shall be, in the opinion of the Postmaster-General, less able to fulfill the conditions thereof than the original contractor.

3. To annul the contract, if, in his judgment, there shall be a failure to perform faithfully any of its stipulations, or in case of a wilful attempt to impose upon the Department Envelopes or Wrappers inferior to sample.

4. If the contractor to whom the first award may be made should fail to enter into agreement and give satisfactory bonds, as herein provided, then the award may be annulled and the contract let to the next lowest responsible bidder, and so on until the required agreement and bonds are executed; and such next lowest bidder shall be required to fulfil every stipulation embraced herein as if he were the original party to whom the contract was awarded.

BIDS

Should be securely enveloped and sealed, marked "Proposals for Stamped Envelopes and Newspaper Wrappers," and addressed to the Third Assistant Postmaster-General, Washington, D. C.

JOHN A. J. CRESWELL,
12 sod 12t Postmaster-General.

PROPOSALS.

PROPOSALS FOR CLOTHING AND CLOTHING MATERIALS.

NAVY DEPARTMENT,
BUREAU OF PROVISIONS AND CLOTHING,
July 1, 1870.

Sealed Proposals, indorsed "Proposals for Clothing," will be received at this Bureau until 2 o'clock P. M, on the 27th day of July, 1870, for the supply of the following articles, viz.:—

50,000 yards Dark Blue Flannel.
10,000 yards Blue Nankin.
10,000 yards Barnsley Sheeting.
25,000 pairs Woollen Socks.
8,000 pairs Calf Shoes.
4,000 pairs Kip Shoes.

The above-mentioned articles must be delivered at the Navy Yard, New York, within ninety days from the date of contract, and must conform to navy standard, and be equal in all respects to the samples at the several Navy Yards, and must pass the usual inspection.

The Flannel must be all wool, twilled, and wool-dyed with pure indigo, and must be in pieces of about fifty yards in length, twenty-seven inches wide, weighing five and one-half ounces per yard, and to have a list on each edge of four white woollen threads woven in the whole length of the piece; the pieces to be rolled separately without cloth boards, and no piece to have a less average weight than five and four-tenths ounces per yard. The quality and color of the flannel to be equal to the samples at the several inspections.

The Nankin must also be pure indigo-dyed.

The Sheeting must be free from cotton, eighty inches in width, weighing twelve ounces and thirty-one one-hundredths per yard, texture 4 by 4 to 1-16 inch.

The Shoes must be delivered in boxes made of seasoned white pine, planed and tongued and grooved; sides, top, and bottom five-eighth inch thick, and the ends one inch thick; the sides to be nailed to the bottom, and the top to be secured by not less than ten one and three-fourth inch screws, one screw at each end of the box, to be counter sunk one quarter inch by one and one-quarter inch in diameter.

The sizes of the Socks and Shoes must conform to the schedule to be supplied by the inspector at New York.

Bonds, with approved security, will be required in one quarter the estimated amount of the contract, and twenty per cent. in addition will be withheld from the amount of each payment as collateral security for the due performance of the contract, which reservation will not be paid until the contract is fully complied with.

Every offer must be accompanied by a written guarantee, signed by one or more responsible persons, that the bidder or bidders will, if his or their bid be accepted, enter into an obligation within five days, with good and sufficient sureties, to furnish the articles proposed.

No proposals will be considered unless accompanied by such guarantee, *nor from any parties who are not bona fide manufacturers of or regular dealers in the articles they offer to furnish*, in conformity with the second section of the joint resolution approved March 3, 1863.

The Department reserves the right to reject any proposals unless the responsibility of the guarantors is certified to by the Assessor of Internal Revenue for the district in which they reside; and unless the license required by act of Congress is furnished with the proposal, as well as to reject any proposal not considered advantageous to the Government.

E. T. DUNN,
7 2 ftust Chief of Bureau.

TO CONTRACTORS AND BUILDERS.—SEALED PROPOSALS, indorsed "Proposals for Building a Public School-house in the Twentieth Ward," will be received by the undersigned at the office, southeast corner of SIXTH and ADELPHI Streets, until THURSDAY, August 4, 1870, at 12 o'clock M., for building a Public School-house on a lot of ground situate on Eleventh street, below Thompson, Twentieth ward.

Said school-house to be built in accordance with the plans of L. H. Esler, Superintendent of School Buildings, to be seen at the office of the Board of Public Education.

No bids will be considered unless accompanied by a certificate from the City Solicitor that the provisions of an ordinance approved May 25, 1860, have been complied with.

The contract will be awarded only to known master builders.

By order of the Committee on Property.

H. W. HALLIWELL,
7 20 23 26 30au1 4 Secretary.

TO CONTRACTORS AND BUILDERS.—SEALED PROPOSALS, endorsed "Proposals for Building a Public School House in the Twenty-first Ward," will be received by the undersigned, at the office, southeast corner of SIXTH and ADELPHI Streets, until THURSDAY, August 4, 1870, at 12 o'clock M., for building a Public School House on a lot of ground situate on Washington street, Manayunk, Twenty-first ward.

Said School House to be built in accordance with the plans of L. H. Esler, Superintendent of School Buildings, to be seen at the office of the Board of Public Education.

No bids will be considered unless accompanied by a certificate from the City Solicitor that the provisions of an ordinance approved May 25, 1860, have been complied with. The contract will be awarded only to known master builders.

By order of the Committee on Property.

H. W. HALLIWELL,
7 20 23 26 30 au1 4 Secretary.

WATCHES, JEWELRY, ETC.

WILLIAM B. WARNE & CO.,
Wholesale Dealers in
WATCHES AND JEWELRY,
S. E. corner SEVENTH and CHESNUT Streets,
3 24] Second floor, and late of No. 35 S. THIRD St.

CLOCKS.

TOWER CLOCKS.
MARBLE CLOCKS.
BRONZE CLOCKS.
COUCOU CLOCKS.
VIENNA REGULATORS.
AMERICAN CLOCKS

G. W. RUSSELL,

No. 22 NORTH SIXTH STREET.

PATENTS.

PATENTS.

OFFICES FOR PROCURING

Patents in the United States and Foreign Countries,

FORREST BUILDINGS,

119 S. FOURTH St., Philada.,

AND MARBLE BUILDINGS,

SEVENTH Street, above F,

(Opposite U. S. Patent Office),

WASHINGTON, D. C.

H. HOWSON, Solicitor of Patents.
C. HOWSON, Attorney-at-Law.

Communications to be addressed to the Principal Offices Philadelphia. 1y mws

UNITED STATES PATENT OFFICE—
WASHINGTON, D. C., July 15, 1870.

On the petition of GEORGE THOMPSON, of Philadelphia, Pennsylvania, praying for the extension of a patent granted to him on the 21st day of October, 1856, and reissued on the 1st day of February, 1859, and again reissued in three divisions, numbered respectively 2569, 2570, and 2571, on the 16th day of April, 1867, for an improvement in PUTTING UP CAUSTIC ALKALIES, it is ordered that the testimony in the case be closed on the 30th day of SEPTEMBER next, that the time for filing arguments and the Examiner's report be limited to the 30th day of SEPTEMBER next, and that said petition be heard on the 5th day of OCTOBER next.

Any person may oppose this extension.

SAMUEL S. FISHER,
7 26 tu 3t Commissionor of Patents.

UNITED STATES PATENT OFFICE, WASHINGTON, D. C., July 8, 1870.

On the petition of EDWIN KILBURN, of St. Louis, Mo., ARTEMAS KILBURN and CHENEY KILBURN, of Philadelphia, Pa., praying for the extension of a patent granted to them on the 7th day of October, 1856, for an improvement in Method of Bending Wood, it is ordered that the testimony in the case be closed on the 6th day of September next, that the time for filing arguments and the Examiner's report be limited to the 16th day of September next, and that said petition be heard on the 21st day of September next.

Any person may oppose this extension.

SAMUEL S FISHER,
7 12 tu3w Commissioner of Patents.

STATE RIGHTS FOR SALE.—STATE Rights of a valuable Invention just patented, and for the SLICING, CUTTING, and SHIPPING of dried beef, cabbage, etc., are hereby offered for sale. It is an article of great value to proprietors of hotels and restaurants, and it should be introduced into every family. STATE RIGHTS for sale. Model can be seen at TELEGRAPH OFFICE, COOPER'S POINT, N. J.

4 23tf MUNDY & HOFFMAN.

AVOID QUACKS.—A VICTIM OF EARLY INdiscretion, causing n

AN AFTERNOON IN SALZBURG.

In one of Dr. Hurst's letters to the *Methodist* we find this little sketch of one of the most picturesque of European towns:—

"We took the train from Munich to Salzburg, and were glad enough to cross the Bavarian Highlands, and come within nearer view of the western Tyrolese Alps. The road skirted for miles the shore of Lake Chiem, one of the most beautiful of the marvellous cluster of little lakes lying along the southern frontier of Bavaria, which the German artists almost monopolize as a summer lounging and sketching place. We reached Salzburg not too late in the afternoon for a pleasant drive around the suburbs and a leisurely visit to the palace castle on the hill overlooking the city. I had long ago concluded that, for romantic beauty of situation, at least three places in Western Tyrol surpass Salzburg, in the East—namely, Innsbruck, Meran, and Botzen—but if the traveller is reduced to the painful strait of seeing but one of them, he should select Salzburg without hesitation. You are at once reminded of Edinburgh; and Wilkie is not far out of the way in saying that 'it is Edinburgh Castle and the Old Town brought within the cliffs of the Trosachs, and watered by a river like the Tay.' But the Trosachs give you no mountains clad in perpetual snows, like the Noric Alps, half embracing, with their great white arms, Salzburg and its scores of villas nestling in every possible nook. The palace was once the residence of the Archbishops of Salzburg, when they were temporal rulers of a territory of two hundred thousand inhabitants, and held the dignity of princes of the German empire. Some of the halls have been restored to their former beauty. We were shown, in a square tower, the torture-chamber, where the archbishops dealt summarily with rebellious Protestants and all others who provoked their ire. A part of the apparatus is still visible, and particularly the rack by which the victim was raised to the roof, and then, with one-hundred-and-fifty-pound weights attached to his feet, dropped down through a trap-door into depths from which, even if he were not lifeless, his voice could nevermore be heard. It was under such rulers that, in the years 1727–32, thirty thousand Protestants were driven into exile.

"The city abounds in objects of interest, but the greatest of them are the enchanting views presented from as many as a dozen knolls on the Monchsberg, a rampart of rock rising directly in the rear of the place. Paracelsus, the pretended discoverer of the *elixir vita* and the philosopher's stone, ended his days here, and a rude bust of him marks the front of the house where he ceased his checkered life. Our guide showed us the villa of the Prince Archbishop of Schwarzenberg, Primate of Bohemia, who comes here to spend his summers.

"'Does he ever preach here in the cathedral?' we asked our guide, himself a Catholic.

"'Oh! no,' he answered, in holy horror; 'he's an Archbishop!'

"And so, with new ideas of archiepiscopal dignity, and fanned by the crisp breeze from the snowy peaks which the full May moon revealed in grand outline before our open windows in the hotel, we lay down to the sweet sleep of weary travellers."

CAVES IN HAWAII.

A FROZEN LAKE IN THE TROPICS—THE STONE ADZES OF THE NATIVES.

Dr. Beratz, a German naturalist who is visiting the Sandwich Islands, thus describes what he saw on the top of Mauna Kea:—

On our ascent to the top of Mauna Kea we visited the little lake of Waiau, situated at an elevation of twelve thousand feet, in a depression formed by the numerous snow-covered peaks of the mountain. The lake was covered over with a crust of ice two or three inches thick, but not strong enough to skate upon. To find ice in the tropics strikes the traveller with surprise, and here we feel inclined to play with it like children. About a mile below that we found a large cave, where the Haiwaiians, in olden time, manufactured their stone implements for cutting down trees and excavating canoes. On our second visit to these mountain regions we discovered a number of caves all formerly used for similar purposes. These caves were undoubtedly inhabited in former days. In every one we found a fireplace near the entrance, showing that the hands of men had completed what nature had left unfinished. Where the natural entrance to a cave was too large we found rocks piled up like a wall, and the fissures and openings between them filled up with chips and small stones. In other caves, again, where the entrance had proved too steep or too rough to be comfortable, there flat stones had been placed like steps, down which we descended into these little mountain habitations. This part of the mountain—where these caves and the quarries from which the material for the adze manufacture was procured are situated—is destitute of vegetation. On examining the interior of the caves, we found pieces of kapa of various texture and color; bones of dogs and pigs, cocoanut shells, banana stems, pieces of awa root, and sugar cane, old mats, firewood and heaps of Opihi shells. Outside of the caves, the ready-made stone adzes were piled up in large heaps on both sides of the entrance. The most striking thing of this whole stone adze manufacture, and which at the same time gives us somewhat of an idea of the extent to which it was carried on, the number of ages during which it was continued, and the amount of people working constantly at it, are the large mounds of little chips, thin and sharply pointed, in front of every cave, twenty to thirty feet in height and thickness. In fact, these wonderful mounds, visible for some distance, led to the discovery of other caves. It is only a short time since the "stone age" of these islands closed, and the first iron tools and metal instruments were imported by foreigners. Until then the Hawaiians worked like the aborigines of other parts of the world, and, like our own Indo-Germans forefathers, with stone implements. Flint arrow-heads and spear-heads, stone knives, and war-clubs are found in Europe and America, sometimes buried deep in the ground, with human bones and those of extinct animals. The more peaceful Hawaiians had only stone adzes.

A SOUTHERN "SALUTARY."—A weekly newspaper lately made its appearance in Louisiana, and the following, from what the editor calls his "salutary," is thought in that section to have the right ring:—

"Once more at the helm, we fear no storms, no thunder, no billows; the winds may roar and surge, and in wild mad career upheave the political ocean until her discolored depths are seen, and bear mountain high with wild confusion the billows and the billows' spray; from cloud to cloud the rending lightning may rage, until the heavens appear one broad sheet of fire, and the torrents pour in unbroken floods a solid mass; the ocean may rage, and the billows strive to reach the very heavens, yet safely, proudly, fearlessly will we steer our staunch, storm-tossed bark until we have anchored in the placid waters of the harbor of Constitutional Liberty. Unless a prompt, effectual stop is put to the lawless career of the robber bands that wield the sceptre of power, we may live to steer through an ocean of blood, a storm of sighs, a rain of tears, yet will we safely breast them all, and eventually arrive at the goal for which all good men and patriots pray and strive."

CLIMATE AND CLOTHES IN RUSSIA.—It may be said that the Russians have no summer clothing. True, the upper class, which follows English or French fashions, has every variety of costume proper to the different seasons. True, also, the people at large have garments which would not be unsuited to some of our June weather. But the Russian seasons, as the St. Petersburg correspondent of the London *News* justly remarks, are sharply defined. Winter is winter with a vengeance on the banks of the Neva, and summer is a time of constant daylight, of brightness, dust, and considerable heat. The sun has scarcely dipped below the horizon, and left long red lines in the northern sky to fade slowly away, than he appears again, a little to the east of north, as if he had never really set. The day is so lengthened out that it seems doubly a summer day, and the people all the while are going about in great coats. There is no disguising the fact that great coats and boots are a Russian foible. We cannot wonder that men whose winter time is so severe cling resolutely to what will guard them from the nipping frost. But it has an odd effect to see men dressed as though for a Crimean campaign when the unprejudiced foreigner is only just able to bear his lightest summer suit. Here comes a party of military or naval officers wearing their overcoats, with utter indifference to the heat. Here a group of workmen, who show no sign of distress, despite their warm apparel. These pleasant public gardens with deep shade along the walks, and an establishment for the sale of cooling drinks, have quite an air of summer, which gives a momentary confidence that the cold weather will not take us by surprise. But, then again, there are more great coats to suggest a doubt that all is not so safe. The ladies, however, are clearly on the side of summer. Every kind of light-colored, cool-looking dress may be seen upon shady walks of the garden, from the old palace of Czar Peter, half-hidden among the trees, to the bridge at the door of the exhibition. It is a short walk, but it measures a vast distance in one sense.

RAILROAD LINES.

CAMDEN AND ATLANTIC RAILROAD.
SHORTEST ROUTE TO THE SEA SHORE.
THROUGH IN 1¾ HOURS.
FIVE TRAINS DAILY TO ATLANTIC CITY.
On and after SATURDAY, July 2, 1870, trains will leave VINE STREET FERRY as follows:—
Special Excursion (when engaged) ..... 6:15 A. M.
Mail ..... 8:00 A. M.
Freight (with passenger car) ..... 9:45 A. M.
Express (through in 1¾ hours) ..... 3:30 P. M.
Atlantic Accommodation ..... 4:15 P. M.
Returning leave Atlantic—
Special Excursion ..... 5:35 P. M.
Mail ..... 4:35 P. M.
Freight (with passenger car) ..... 11:30 A. M.
Express (through in 1¾ hours) ..... 7:24 A. M.
Atlantic Accommodation ..... 6:06 A. M.
An extra Express Train (through in 1¾ hours) will leave Vine Street Ferry every Saturday, at 2 P. M.
Returning, leave Atlantic City, Monday, 9:40 A. M.
LOCAL TRAINS LEAVE—
For Haddonfield, 10:15 A. M., 2 P. M. and 6 P. M.
For Atco and intermediate stations, 10:15 A. M and 6 P. M.
Returning, leave—
Haddonfield at 7:15 A. M., 1 P. M., and 3 P. M
Atco, at 6:22 A. M. and 12:15, noon.
ON SUNDAYS.
Leave Vine Street Ferry at ..... 8:00 A. M.
" Atlantic City at ..... 4:35 P. M.
The Union Transfer Company, No. 828 Chesnut street (Continental Hotel), and No. 116 Market street, will call for baggage and check to destination.
Additional ticket offices have been located at No. 828 Chesnut street and No. 116 Market street for the sale of through tickets only.
Passengers are allowed to take wearing apparel only as baggage, and the Company will not be responsible for an amount exceeding one hundred dollars, unless a special contract is made for the same. D. H. MUNDY,
6 28 Agent.

PHILADELPHIA AND ERIE RAILROAD.
SUMMER TIME TABLE.
On and after MONDAY, May 30, 1870, the trains on the Philadelphia and Erie Railroad run as follows from Pennsylvania Railroad Depot, West Philadelphia:—
WESTWARD.
MAIL TRAIN leaves Philadelphia - 10:20 P. M.
" " Williamsport - 8:00 A. M.
" arrives at Erie - 7:40 P. M.
ERIE EXPRESS leaves Philadelphia - 10:50 A. M.
" " Williamsport - 8:15 P. M.
" arrives at Erie - 7:25 A. M.
ELMIRA MAIL leaves Philadelphia - 7:50 A. M.
" " Williamsport - 6:00 P. M.
" arrives at Lock Haven 7:20 P. M.
BALD EAGLE MAIL leaves Williamsport - - 1:30 P. M.
" " " arrives at Lock Haven - - 2:45 P. M.
EASTWARD.
MAIL TRAIN leaves Erie - - - 8:50 A. M.
" " Williamsport - 9:25 P. M.
" arrives at Philadelphia 6:20 A. M.
ERIE EXPRESS leaves Erie - - - 9:00 P. M.
" " Williamsport - 8:15 A. M.
" arrives at Philadelphia 5:30 P. M.
ELMIRA MAIL leaves Williamsport - 9:45 A. M.
" arrives at Philadelphia 9:50 P. M.
BUFFALO EXP. leaves Williamsport 12:25 A. M.
" " Harrisburg - 5:20 A. M.
" arrives at Philadelphia 9:25 A. M.
BALD EAGLE MAIL leaves L. Haven 11:36 A. M.
" " " arr. Williamsp't 12:50 P. M.
BALD EAGLE EX. leaves Lock Haven 9:35 P. M.
" " " arr. Williamsport 10:50 P. M.
Express Mail and Accommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad.
WM. A. BALDWIN,
General Superintendent.

WEST JERSEY RAILROADS.
SUMMER ARRANGEMENTS.
COMMENCING THURSDAY, JUNE 30, 1870.
Leave Philadelphia, foot of Market street (upper ferry), at
8:00 A.M., Mail for Bridgeton, Salem, Vineland, Millville, Swedesboro, and intermediate stations.
9:00 A. M. Mail and Express for Cape May.
11:45 A. M., Woodbury Accommodation.
3:15 P. M., Accommodation for Cape May, Millville, Vineland, and way stations below Glassboro.
3:30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations.
4:00 P. M., Fast Express, for Cape May only.
5:45 P. M., Passenger for Swedesboro and Clayton, stopping at all stations on signal.
Sunday Mail Train leaves Philadelphia at 7:15 A. M.; returning, leaves Capp May at 5:10 P. M.
Commutation tickets at reduced rates between Philadelphia and all stations.
Cape May Season Tickets, good for four months from date of purchase, $50. Annual Tickets, $100.
Freight Train leaves Camden daily at 9:20 A. M., stopping at all stations between Glassboro and Cape May, and 12 o'clock noon for Swedesboro, Salem, and Bridgeton.
Freight received in Philadelphia at second covered wharf below Walnut street.
Freight delivery at No. 226 S. Delaware avenue.
3 15 WM. J. SEWELL, Superintendent.

LONG BRANCH
VIA
CAMDEN AND AMBOY AND NEW JERSEY SOUTHERN RAILROADS.
FOUR DAILY TRAINS (Sundays excepted), without change of cars, leave Philadelphia, Walnut Street wharf.
7:00 A. M. Due Long Branch 10:45 A. M.
8:00 " Due Long Branch 12:16 P. M.
2:00 P. M. Due Long Branch 6:03 P. M.
3:20 " Due Long Branch 6:54 P. M.
The 7 A. M. and 3:30 P. M. lines run via Pemberton; 8 A. M. and 2 P. M. lines run via Freehold.
Palace Cars attached to 3:30 P. M. line.
Fare, Philadelphia to Long Branch, $2:50.
7 12 W. H. GATZMER, Agent.

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas.
SPRING ARRANGEMENT
Of Passenger Trains, May 16, 1870.
Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—
MORNING ACCOMMODATION.
At 7:30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6:35 P. M.; arrives in Philadelphia at 9:25 P.M.
MORNING EXPRESS.
At 5:15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.
The 7:30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8:15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.
AFTERNOON EXPRESS.
Leaves Philadelphia at 3:30 P. M. for Reading Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Railroad trains for Columbia, etc
POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6:25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8:40 A. M. Returning, leaves Philadelphia at 4:00 P. M.; arrives in Pottstown at 6:15 P. M.
READING AND POTTSVILLE ACCOMMODATION.
Leave Pottsville at 5:40 A. M. and 4:20 P. M., and Reading at 7:30 A. M. and 6:35 P. M., stopping at all way stations; arrive in Philadelphia at 10:20 A. M. and 9:25 P. M.
Returning, leaves Philadelphia at 5:15 P. M.; arrives in Reading at 7:55 P. M., and at Pottsville at 9:40 P. M.
Morning Express trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harrisburg at 2:50 P. M., and Pottsville at 2:50 P. M., arriving at Philadelphia at 7:00 P. M.
Harrisburg Accommodation leaves Reading at 7:15 A. M. and Harrisburg at 4:10 P. M. Connecting at Reading with Afternoon Accommodation south at 6:35 P. M., arriving in Philadelphia at 9:25 P. M.
Market train, with a passenger car attached, leaves Philadelphia at 12:30 noon, for Reading and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.
All the above trains run daily, Sundays excepted.
Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4:25 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale Railroads.
CHESTER VALLEY RAILROAD.
Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:30, and 4:00 P. M. trains from Philadelphia. Returning from Downingtown at 6:20 A. M., 12:45, and 5:15 P. M.
PERKIOMEN RAILROAD.
Passengers for Schwenksville take 7:30 A. M., 12:30, and 5:15 P. M. trains from Philadelphia, returning from Schwenksville at 6:45 and 8:05 A. M., 12:45 noon, and 4:15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.
COLEBROOKDALE RAILROAD.
Passengers for Mount Pleasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00 A. M.
NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.
Leave New York at 9:00 A. M. and 5:00 P. M., passing Reading at 1:45 and 10:05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.
Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5:35 A. M. and 8:50 A. M., passing Reading at 7:23 A. M. and 10:40 A. M., arriving at New York 12:05 noon and 3:50 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.
A Mail train for New York leaves Harrisburg at 8:10 A. M. and 2:50 P. M. Mail train for Harrisburg leaves New York at 12 M.
SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottsville at 6:30 and 11:30 A. M., and 6:50 P. M., returning from Tamaqua at 8:35 A. M., and 1:40 and 4:50 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 8:55 A. M. for Pinegrove and Harrisburg, and at 12:05 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3:40 P. M., from Brookside at 3:45 P. M., and from Tremont at 6:25 A. M. and 5:05 P. M.
TICKETS.
Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.
Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.
Excursion Tickets to Philadelphia, good for one day only, are sold at Pottsville and intermediate stations by Reading and Pottsville and Pottstown Accommodation Trains, at reduced rates.
The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.
COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms.
MILEAGE TICKETS.—Good for 2000 miles, between all points, at $47·00 each, for families and firms.
SEASON TICKETS.—For one, two, three, six, nine, or twelve months, for holders only, to all points, at reduced rates.
CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.
EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.
FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.
MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M.
FREIGHT TRAINS leave Philadelphia daily at 4:35 A. M., 12:20 noon, 5 and 7:15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.
BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 225 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL Streets.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.
On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHESNUT, as follows:—
FROM PHILADELPHIA.
6:45 A.M., for B. C. Junction, stops at all stations.
7:15 A.M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R.
9:40 A. M. for West Chester stops at all stations.
11:50 A. M. for B. C. Junction stops at all stations.
2:30 P. M. for West Chester stops at all stations.
4:15 P. M. for B. C. Junction stops at all stations.
4:45 P. M. for West Chester stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
5:30 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.
6:55 P. M. for West Chester stops at all stations.
11:30 P. M. for West Chester stops at all stations.
FOR PHILADELPHIA.
5:25 A. M. from B. C. Junction stops at all stations.
6:30 A. M. from West Chester stops at all stations.
7:40 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
8:15 A. M. from B. C. Junction stops at all stations.
10:00 A. M. from West Chester stops at all stations.
1:05 P. M. from B. C. Junction stops at all stations.
1:55 P. M. from West Chester stops at all stations.
4:55 P. M. from West Chester stops at all stations, connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
6:25 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
9:00 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.
ON SUNDAYS,
8:05 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
2:30 P. M. for West Chester stops at all stations.
4:30 A. M. from West Chester stops at all stations.
7:50 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
W. C. WHEELER, Sup't.

RAILROAD LINES.

1870.—FOR NEW YORK—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.
FROM WALNUT STREET WHARF.
At 6:30 A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 3:30 P. M., Accommodation, via Camden and Jersey City.
VIA NEW JERSEY SOUTHERN RAILROAD.
At 7 A. M. and 3:30 P. M. for New York, Long Branch, and intermediate places.
At 6 P. M., for Amboy and intermediate stations.
At 6:30 A. M., 2 and 3:30 P. M. for Freehold.
At 8 A. M. and 2 P. M. for Long Branch and ports on New Jersey Southern Railroad.
At 8 and 10 A. M., 12 M., 2, 3:30, and 5 P. M. for Trenton.
At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 5, 6, 8, and 11:30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.
At 6:30 and 10 A. M., 12 M., 3:30, 5, 6, 8, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Palmyra.
At 6:30 and 10 A. M., 12 M., 5, 6, 8, and 11:30 P. M. for Fish House.
The 11:30 P. M. line leaves from Market Street Ferry (upper side).
FROM KENSINGTON DEPOT.
At 7:30 A. M., 2:30, and 5 P. M. for Trenton and Bristol, and at 10:45 A. M. and 6 P. M. for Bristol
At 7:30 A. M., 2:30, and 5 P. M. for Morrisville and Tullytown.
At 7:30 and 10:45 A. M., 2:30, 5, and 6 P. M. for Schenck's, Eddington, Cornwells, Torresdale, and Holmesburg Junction.
At 7 A. M., 12:30, 5:15, and 7:30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.
At 7 and 10:45 A. M., 12:30, 2:30, 5:15, 6, and 7:30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.
FROM WEST PHILADELPHIA DEPOT,
Via Connecting Railroad.
At 7 and 9:30 A. M., 12:45, 6:45, and 12 P. M., New York Express Lines, and at 11:30 P. M., Emigrant Line, via Jersey City.
At 7 and 9:30 A. M., 12:45, 6:45, and 12 P. M. for Trenton and Bristol.
At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.
The 9:30 A. M., 6:45 and 12 P. M. Lines will run daily. All others Sundays excepted.
Sunday Lines leave at 9:30 A. M., 6:46 P. M., and 12 night.
BELVIDERE DELAWARE RAILROAD LINES
FROM KENSINGTON DEPOT.
At 7:30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.
At 7:30 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.
At 5 P. M. for Lambertville and intermediate stations.
CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAILROADS.
FROM MARKET STREET FERRY (UPPER SIDE).
At 7 and 9 A. M., 1, 2:15, 3:30, 5, and 6:30 P. M., and on Thursday and Saturday nights at 11:30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.
At 7 A. M., 2:15 and 6:30 P. M. for Lumberton and Medford.
At 7 and 9 A. M., 1, 3:30, and 5 P. M. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 7 and 10 A. M., 1 and 3:30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 3:30 P. M. for Cream Ridge, Imlaystown, Sharon, and Hightstown.
The 7 A. M. and 3:30 P. M. Lines leave from Walnut street wharf.
July 5, 1870. WM. H. GATZMER, Agent.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—
TIME TABLE.
COMMENCING MONDAY, JUNE 6, 1870.
Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—
Way Mail Train at 8:30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.
Express Train at 11:45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.
Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.
Night Express at 11:30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.
Passengers for Fortress Monroe and Norfolk will take the 11:45 A. M. train.
WILMINGTON TRAINS.
Stopping at all stations between Philadelphia and Wilmington.
Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.
Leave Wilmington 6:45 and 8:10 A. M., 2:00, 4:00, and 7:15 P. M. The 8:10 A. M. train will not stop between Chester and Philadelphia. The 7:15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.
Trains leaving Wilmington at 6:45 A. M. and 4:00 P. M. will connect at Lamokin Junction with the 7:00 A. M. and 4:30 P. M. trains for Baltimore Central Railroad.
From Baltimore to Philadelphia.—Leave Baltimore 7:25 A. M., Way Mail; 9:00 A. M., Express; 2:25 P. M., Express; 7:25 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.
On Sundays, leave Philadelphia for West Grove and intermediate stations at 8:00 A. M.; returning, left West Grove at 3:55 P. M.
Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.
H. F. KENNEY, Superintendent.

NEW JERSEY SOUTHERN RAILROAD LINE.
NEW ROUTE
BETWEEN NEW YORK AND PHILADELPHIA
VIA LONG BRANCH.
An ACCOMMODATION TRAIF in the morning and
AN EXPRESS TRAIN
in the Afternooon from each end of the route.
THE EXPRESS TRAIN
will be furnished with
SPLENDID PALACE CARS.
NO CHANGE OF CARS
BETWEEN PHILADELPHIA AND SANDY HOOK.
ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH.
ON AND AFTER MONDAY, July 4, 1870, trains will run as follows:—
LEAVE NEW YORK,
from Pier No. 28 NORTH River, foot of Murray street, at 6:45 A. M. Accommodation and 4:30 P. M. Express.
LEAVE PHILADELPHIA,
from foot of WALNUT Street, at 7:00 A. M. Accommodation and 3:30 P. M. Express.
The NARRAGANSETTT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with *unequalled accommodations*, and will make the connection between New York and Sandy Hook.
Passengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN PLAN in *a style unsurpassed by any Hotel in America*.
Fare between Philadelphia and New York $3:00
" " " Long Branch 2:50
For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Guides."
6 27 C. L. KIMBALL, Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.
CHANGE OF HOURS.
On and after MONDAY, April 4, 1870, trains will run as follows:—
LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Washington avenue—
For PORT DEPOSIT at 7 A. M. and 4:30 P. M.
For OXFORD, at 7 A. M., 4:30 P. M. and 7 P. M.
For CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 2:30 P. M., 4:30 P. M., and 7 P. M.
Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 10 A. M. and 4:30 P. M., leaving Oxford at 6:05 A. M., and leaving Port Deposit at 9:25 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R. 4 2

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.
AFTER 8 P. M., SUNDAY, JULY 10, 1870.
The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.
Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.
Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.
TRAINS LEAVE DEPOT.
Mail Train ..... 8:00 A M.
Paoli Accommodation, 10 A. M. & 12:50 and 7:10 P. M.
Fast Line ..... 12:30 P. M.
Erie Express ..... 11:00 A. M.
Harrisburg Accommodation ..... 2:30 P. M.
Lancaster Accommodation ..... 4:10 P. M.
Parkesburg Train ..... 5:30 P. M.
Cincinnati Express ..... 8:00 P. M.
Erie Mail and Pittsburg Express ..... 10:30 P. M.
Way Passenger ..... 11:30 P. M.
Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock. Pittsburg Express, leaving on Saturday night, runs only to Harrisburg.
Cincinnati Express leaves daily. All other trains daily except Sunday.
The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116 Market street.
Sunday Train No. 1 leaves Philadelphia at 8:40 A. M.; arrives at Paoli at 9:40 A. M. Sunday Train No. 2 leaves Philadelphia at 6:40 P. M.; arrives at Paoli at 7:40 P. M.
Sunday Train No. 1 leaves Paoli at 6:50 A. M.; arrives at Philadelphia at 8:10 A. M. Sunday Train No. 2 leaves Paoli at 4:50 P. M.; arrives at Philadelphia at 6:10 P. M.
TRAINS ARRIVE AT DEPOT.
Cincinnati Express ..... 3:10 A. M.
Philadelphia Express ..... 6:30 A. M.
Erie Mail ..... 6:30 A. M.
Paoli Accommodat'n, 8:20 A. M. & 3:30 & 6:40 P. M.
Parkesburg Train ..... 9:00 A. M.
Fast Line and Buffalo Express ..... 9:35 A. M.
Lancaster Train ..... 11:55 A. M.
Erie Express ..... 5:40 P. M.
Lock Haven and Elmira Express ..... 9:40 P. M.
Pacific Express ..... 12:20 P. M.
Harrisburg Accommodation ..... 9:40 P. M.
For further information apply to
JOHN F. VANLEER, Jr., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.
A. J. CASSATT,
4 29 General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.
SUMMER ARRANGEMENT.
Takes effect May 16, 1870.
Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—
7:00 A. M. (Accommodation) for Fort Washington.
At 7:35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.
8:25 A. M. (Accommodation) for Doylestown.
9

CITY INTELLIGENCE.

INTEMPERANCE.

A Double Death in a Tenement House—A Man and his Wife Found Dead this Morning—Intemperance the Probable Cause.

Two deaths occurred early this morning under rather suspicious circumstances in a tenement house in the southern part of the city. A man and his wife were both found dead in their own room, with no apparent cause for the occurrence, they having been seen in apparently good health on the evening previous.

The man's name was John Gallagher. He was an Irishman, and did not do anything in particular for a living, having lost one of his hands. His wife was a hard-working woman, and has generally born the reputation of being temperate. She worked out by the day, did washing, cleaning and the like, and supported her husband. They lived in one small room on the back of the third floor of No. 609 Swanson street, in the Third ward.

A little girl living on the premises states that Gallagher was seen at the front door last evening in good health, but some of the other occupants of the building say that he was about the house, but was not well, being overcome with the exertion of moving their household effects on last Thursday, when they moved into the present quarters after being turned out of a house near Water and Dock streets. This possible sickness might show cause for the death of the man; but the fact that both the man and the woman were found dead at nearly the same time cannot so easily be accounted for. The woman was known to be in good health, strong and hearty, and without complaint. Officer McCullough, in whose beat the house is situated, was informed early this morning that the deaths had taken place, and visited the spot.

He found the man lying dead on the bed in their third story room, and the woman dead on the floor, facing in the other direction from the man. A small tin kettle partly filled with whisky was found on a trunk near the bed. The officer immediately gave orders that nothing was to be disturbed, and telegraphed to the Coroner to hold an inquest.

The inquest was to be held at some time during the morning, but until the result of that is made known a true statement of the facts of the case cannot be made.

On visiting the spot this morning the body was found as described. The house is three stories in height, and in every room is one entire family, and none of the families are very small, by any means. The house is in the filthy condition usual to such places, and the strong and unpleasant odors that greet the nose of the visitor are anything but pleasant.

The various inmates of the house have different stories of the occurrence, from which it is almost impossible to glean one which will combine the principal facts of all. The landlady of the house, living on the first floor, says that she had no knowledge of anything connected with the affair until about half-past five o'clock this morning, when some one came down stairs and told her that Gallagher was dead, and that his wife and another woman living on the third floor had lifted him from the floor where he had been lying to the bed. A doctor was sent for, but when he arrived the woman was dead also, and was lying in her every-day clothing on the floor. The doctor said that nothing could be done to aid them, and directed that information should be given to the police, which was accordingly done. The officer then came and covered up the bodies, to keep the flies off, and closed the shutters, but otherwise left the bodies just as they had been found. The landlady expresses her sorrow that she did not know of the occurrence sooner, or something would surely have been done to help the sufferers.

No marks of bodily violence were found on either of the bodies, but some time after death had taken place the bodies turned a dark yellow color. This, taken together with the fact of the whisky being found in the room, and the statement of a neighbor, leads to the belief that the parties died from the effects of excessive intemperance. The neighbor's statement referred to is that of a woman living in the third story front of the same house, who says that Gallagher and his wife were cutting up high, and making a great noise during the night, and that this uproar only ceased with the coming of morning. If this statement be true, the two undoubtedly participated in a heavy spree in the night, from the effects of which they died this morning. The result of the inquest will be published as soon as known.

THE LATE GEORGE C. FRANCISCUS, ESQ.—The following circular has been issued by the officers of the Pennsylvania Railroad Company, announcing to its employes the death of the late General Agent:—

It has become my painful duty to announce the death of G. C. Franciscus, General Agent, which took place suddenly, at Cresson, on the morning of the 23d instant.

In acknowledgment of the long and faithful service of the deceased, and as an expression of the high esteem and regard in which he was held by the company, and by all the officers and employes with whom he was associated, it is ordered that all the locomotives of the company be draped in mourning on Tuesday, July 26, and that the bells at all the company's shops be tolled from 4 to 4½ o'clock P. M. of that day, at which time the funeral service will take place. It is also ordered that the office at Altoona and those of the division superintendents be draped in mourning for thirty days.

A. J. CASSATT, General Superintendent.

The funeral takes place this afternoon at 4 o'clock, from the late residence of deceased, No. 1823 Chesnut street.

ASSAULT AND BATTERIES.—William Bates, a huckster, got into a wrangle with a gentleman at Fifth and Chesnut streets yesterday, during which he wound up by striking his customer. Alderman Quirk sent Bates below.

Late last night Jacob Stout and William Harris, colored, attacked another colored individual, named Peter Stevenson, on Meadow street, Frankford, and slashed him recklessly about the face with a razor. His cries drew several policemen to the scene, but the attacking party succeeded in escaping.

John F. Brown had a hearing before Alderman Dallas this morning, charged with assaulting Policeman McLaughlin at Sixteenth and Wharton streets. He was held in $600 bail to appear at court.

George Garvin, aged 30 years, living at Fifteenth and South streets, has been sent to prison by Alderman Morrow, to await the result of injuries alleged to have been inflicted by him upon his sister.

THE DONNELLY CASE AND THE PENNSYLVANIA HOSPITAL.—We have received the following communication from Dr. Harrison Allen:

To the Editor of The Evening Telegraph.

PHILADELPHIA, July 26, 1870.—You will do the undersigned a favor by publishing this brief statement:—

Some misunderstanding has arisen from the account of a reputed case of sunstroke having been denied admission to the Pennsylvania Hospital.

The facts of the case are these:—Donnelly was refused admission at 1 o'clock on Friday, the 22d inst. At 2 o'clock I saw the case. The man was suffering from exhaustion, and had severe pain. *I did not pronounce it a case of sunstroke.* At 8 o'clock, as Donnelly was still complaining, I thought him to be a suitable case for admission to the Hospital. It was upon the representation of these facts at the institution that he was received.

Had Drs. Meigs or Hunter seen the case with me on the evening of Friday I believe that they would have acted precisely as I did.

Very respectfully, HARRISON ALLEN, M. D.,
No. 1135 Spruce street.

THE HEAT.—A pleasant air has been prevailing all morning, and has prevented the thermometer from reaching within several degrees the height attained yesterday.

Charles Boehm died this morning from the effects of a sunstroke sustained yesterday at Germantown road and Turner's lane. He resided at No. 2132 Turner street.

John Case died at No. 812 West street, at 2 o'clock this morning, from the effects of the great heat.

STREET-WALKERS.—Lieutenant Brurein, with a squad of policemen, raided on the street-walkers on St. John street, north of Callowhill, and succeeded in capturing seven of the frail creatures. Alderman Toland held them for trial.

DEAD INFANT.—This morning the body of an infant was fished out of Cohocksink creek.

$60,000 IN ASHES.

Destruction of a Woollen Mill.

At sixteen minutes after 7 o'clock this morning an alarm of fire was sounded from box No. 238, located in the Good Will Hose House, Wood street, below Twenty-third. The firemen responding with alacrity found the woollen mill of John Dearie, situated on Linn street, between Twenty-third and Twenty-fourth, wrapped in flames. Owing to the nature of the contents the heat evolved was almost insufferable; nevertheless the members of the various companies worked like Trojans to check the progress of the flames. Their efforts, however, were unavailing, and in the space of about one hour the place was a complete wreck. The property destroyed was a four-story stone building, rough cast, 45 by 80 feet, and was filled with the latest and most improved machinery.

The firm employed, on an average, above 200 hands. These had all gathered for their daily labor, when, at a few minutes after 7 o'clock, the alarm was given that the building was on fire, and the next seen was the flames bursting forth. The fire originated in the picker-room, situated in the northeast corner of the third story of the building. This room was separated from the other apartments by an iron door. In the place at the time were one workman and two boys, who attempted to extinguish the flames by means of patent fire-extinguishers, but were unsuccessful. Word was then communicated to the engineer, who made use of a steam apparatus, but with no other effect than driving the workman and boys from the room, the dense volume of steam being too overpowering. Unfortunately, they had not time to close the iron door mentioned above, and the consequence was that the fire soon spread. The loss sustained will not fall short of $60,000, upon which there are the following insurances:—

ON BUILDING.

Queen of London	$2000
Republic of Chicago	1500

ON MACHINERY.

Albany City	$2500
Merchants' of Providence	2500
Merchants' of Chicago	500
Queen of London	500
Williamsburg City	2000
State of Cleveland	2000
United States of N. Y.	2000
Tradesmen's of N. Y.	3000
Merchants' of Providence	750
People's of Massachusetts	500

ON STOCK.

Republic of Chicago	$1250
Queen of London	1250
Merchants' of Providence	700
Merchants' of Chicago	1000
Total	$24,000

OUR RAILROADS.

The Receipts of the Philadelphia Steam and Passenger Railway Companies during the first Six Months of the Present Year.

The following table will be found an interesting one to the citizens of Philadelphia, as it shows the immense amount of business transacted by the various railroads diverging from the city, and all the passenger railways. The amounts received represent the gross receipts for the first six months of 1869 and 1870, except those marked thus (*), which are only for the first five months:—

Steam Railroad Companies.

	Six Months, 1870.	*Six Months*, 1869.
Pennsylvania Central Railroad	$1,849,530 34	$1,684,724 00
Philadelphia and Reading R. R.*	495,197 19	415,370 00
Philadelphia, Wilmington, and Baltimore R. R.	815,289 00	859,369 00
Philadelphia and Trenton R. R.*	397,289 12	391,743 00
North Pennsylvania Railroad	181,940 00	179,448 00
Philadelphia, Germantown, and Norristown R. R.*	167,325 00	167,966 07
Philadelphia and Baltimore Central Railroad	56,250 00	39,901 00
Philadelphia and West Chester R. R.	90,003 00	94,897 00
Chesnut Hill R. R.*	8,368 00	.....

Passenger Railway Companies.

	Six Months, 1870.	*Six Months*, 1869.
Second and Third*	$159,431 00	$146,195 00
Fifth and Sixth*	127,421 00	123,774 00
Tenth and Eleventh	121,186 00	115,567 00
Thirteenth & Fifteenth.	89,304 94	82,555 52
Seventeenth & Ninet'h.	52,604 00	48,255 00
Union	234,574 00	214,737 00
Market Street	174,883 00	167,209 00
Green and Coates	84,151 00	82,585 00
Ridge Av. & Manayunk	15 625 00	18,801 00
Lombard and South	37,121 00	33,198 00
Chesnut and Walnut	131,088 00	121,776 00
Girard College	77,307 00	65,990 00
Race and Vine	122,134 00	126,088 00
Fourth and Eighth	162,820 00	161,580 00
Spruce and Pine	47,314 00	40,692 00

CIGARS.—Before United States Commissioner Clarke, to-day at noon, was arraigned one Michael Meyers, residing in Cobb's court, between Fourth and Fifth and Christian and Carpenter streets, on the charge of manufacturing cigars without a Government license.

Peter Sides, Inspector of the Fifth district, testified that he and Marshal Ridgway found Meyers in the third story of his residence busily employed in making cigars. On the premises he found 300 and a small quantity of leaf tobacco. Meyers had not taken out a license, neither had he paid a special tax. Defendant stated that he sold the cigars he made when and where he could. The accused was held to answer.

SALE OF REAL ESTATE AND STOCKS.—The following sales were made by M. Thomas & Sons, at the Philadelphia Exchange, to-day at noon:—

Modern three-story brick residence, dye-house, stable, and large lot northwest corner of Emerald and York streets	$18,000
Also, 7 shares Kensington National Bank	$124
200 shares Rathbon and Camden Oil Company	62½c.
1 share Mercantile Library Company	$5 50
40 shares Central Transfer Company	51⅞

CORNER LOUNGERS.—The citizens residing in the vicinity of Sixteenth and Barker streets have made numerous complaints recently of the disorderly conduct of a number of young fellows who congregate about that corner. Last night Acting Lieutenant Douglass, of the Sixth district, with a detail of men, succeeded in capturing James Rogan, John Reilly, and James McCormick. They were bound over for trial by Alderman Jones.

DROWNED.—John Ryan, aged thirteen years, residing in the rear of No. 952 St. John street, in the Sixteenth ward, was drowned in the Delaware yesterday. He was on board of the yacht William Tell, and was knocked overboard by the boom. His body has not yet been recovered.

POTATO THIEF.—The dealers along Delaware avenue have been troubled considerably of late by fellows who are in the habit of stealing vegetables and fruits by the basket. Yesterday John Hays was captured in the act, and on being taken before Alderman Quirk was held in $600 bail for trial.

RESCUED FROM DROWNING.—Yesterday afternoon William Altemus, a lad, fell into Tacony creek, near the Powder Mill lane, in the Twenty-third ward, and was rescued from drowning by two hucksters who happened to be passing at the time.

FELL FROM A WINDOW.—At 3 o'clock this morning Mary Muray, aged fifty-seven years, fell from the second-story window of Lindsay's tavern, at Thirtieth and Chesnut streets, and received severe injuries. She was removed to the Almshouse.

SCHUYLKILL SWIMMERS.—The Schuylkill Harbor Police yesterday arrested thirteen men and boys for swimming in the Schuylkill. Alderman Alexander imposed the usual fine.

THIRD EDITION

FRENCH CRUISERS OFF SCOTLAND

A New Prussian Headquarters.

Our Asiatic Squadron.

Items of Naval News.

Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

The French Gunboats.

PARIS, July 26.—The French gunboats to operate on the Rhine and the rivers in Prussia are being transported from Marseilles in sections overland.

French Cruisers on the Scottish Coast.

LONDON, July 26.—Several French cruisers are reported off Wick, Scotland, to-day.

Frankfort-on-the-Main the Prussian Headquarters.

The news received by way of Berlin is very meagre, which is due to the prudence of the Prussian Government. The telegraph is closely watched by the German authorities. Frankfort-on-the-Main has been assigned as the Prussian headquarters.

Ship News.

LONDON, July 26.—The steamship Peruvian, from Quebec, for Liverpool, arrived yesterday.

This Afternoon's Quotations.

LIVERPOOL, July 26—2:30 P. M.—California wheat, 11s. 5d.; red Western, 9s. 9d., red winter, 10s. 7d. Receipts of wheat for the last three days have been 10,000 quarters, of which 5000 were American. Flour, 25s. 6d. @ 26s. Peas, 39s. 6d. Lard buoyant at 74s. Bacon, 65s. for short ribbed middles, and 58s. 6d. for Cumberland, and Tallow, 45s. 6d.

FROM WASHINGTON.

Admiral Radford.

Despatch to the Associated Press.

WASHINGTON, July 26.—The Navy Department has received the following advices:—

Rear-Admiral Radford arrived at Flushing, Holland, in his flagship, the Franklin, on the 8th of July last, from the Downs.

Advices from Japan.

Rear-Admiral Rowan, by letter from Hong-Kong, June 11, says his flagship, the Delaware, was anchored there on the 6th of that month. Commander English has orders to prepare the ship for home, and to leave behind surplus stores of all kinds. The Ashuelot is there. The English iron-clad Ocean, Vice-Admiral Kellett's flagship, is also there, together with two twin screw-gunboats and two smaller ones of the "Bautery" class. There were two Chinese gunboats in port. The Admiral hoped to be in Singapore by the 4th of July.

The health of the Asiatic squadron was excellent. Admiral Rowan, from Yokohama in May, in a letter to the Secretary of the Navy, says he would leave Japan *en route* for home the next day. The country is at peace, and the new Government appears to work well, and is rapidly introducing the important improvements of Western civilization.

The coast surrounding the treaty ports is lighted with second and third-class lenses, visible from twelve to twenty miles. A dry-dock, with extensive machinery for construction and repairs, will be ready for service in October in the harbor of Yokohoma. A line of telegraph is in operation between the public offices of Yeddo and the Custom House in Yokahoma, which is open to foreigners for a small charge.

The Admiral says:—"I shall leave the Idaho and the Monocacy here. Of foreign ships there are the French frigate Venus (Rear-Admiral Maudet), and the Supply, and the English corvette Barrossa."

Naval Orders.

Commander Walter W. Queen has been ordered to command the naval rendezvous at Philadelphia.

The Fur Seal Contract.

Despatch to the Associated Press.

WASHINGTON, July 26.—The award of the fur seal contract has again been postponed. Since yesterday two of the bidders have been dropped from the list, Mr. Barnard because of not coming within the condition of requiring bidders to be acquainted with the business, while Mr. Davidson has withdrawn. The award may not be made for one or two days.

FROM CAPE MAY.

The Grand Ball to the Maryland Fifth.

Special Despatch to The Evening Telegraph.

CAPE ISLAND, July 26.—The preparations for the grand ball to-night in honor of the visit of the 5th Maryland Regiment are of the most gorgeous and magnificent description. The decorations have been put up by Mr. William F. Scheible. The flags of all nations are tastefully festooned. General Patterson will be at the Stockton to-night.

General Meade and staff will arrive to-morrow morning, and review the Marylanders.

Mr. Duffy has provided refreshments for one thousand ladies who will attend the ball to-night. Dodworth's Band of thirty pieces, assisted by the regimental band of sixty pieces, will furnish the music. The regiment leaves here on Saturday morning.

FROM NEW YORK.

Fire in Syracuse.

SYRACUSE, July 26.—A fire occurred at 1 o'clock this morning in the First ward of this city, destroying the carpenter shop of A. R. Mason, the barns of H. B. Barton, Allen Pierce, and Nelson Spencer, and the dwelling of Thomas Chestney. The losses aggregate $22,000; insurance, $6500.

New York Produce Market.

NEW YORK, July 26.—Cotton quiet and steady; sales of 500 bales middling uplands at 20½c. Flour—State and Western dull and declining; sales 6500 barrels State at $5 40@7 00; Ohio at $6 15@7 40; Western at $5 40@7 40; Southern dull at $6 30@10 00. Wheat—No. 2 spring at $1 33@1 38. Corn a shade firmer; sales of 26,000 bushels new mixed Western at 95c.@$1 00½. Oats lower; sales of 16,000 bushels State at 68@70c.; Western at 58@59c. Beef steady. Pork unchanged. Lard steady; steam, 16@17¼c.; kettle, 17½c. Whisky steady at $1 02½.

THE GREAT MASSACRE.

The City of Ava, the Capital of the Burman Empire, in the Southeast of Asia—The Scene of the Massacre.

A cable telegram published elsewhere states that there has been an insurrection in the principal city of Ava, resulting in the massacre of 1400 persons. Ava is the name by which the Burman empire in Southeastern Asia, adjacent to Hindostan, is known, and its principal city, known under the same name, is situated on the Irrawaddy river, 350 miles north of Rangoon. On the 23d of March, 1839, every substantial building in the city was demolished by an earthquake. The houses generally are mere huts, but previous to the disaster of 1839 the city contained numerous temples. The town consists of an outer and inner city, both fortified, and is built upon an island formed by the Irrawaddy on the north, and by branches of that stream on all other sides except the southeast angle, where it is bounded by a canal dug to defend that face of the city. The place is surrounded by a brick wall ten feet in thickness and fifteen and a half feet high, supported on the inner side by an embankment of earth, and on the outer by an apology for a ditch. The main wall, however, is kept in no repair, but the Government quarter is specially defended by a wall twenty feet high, and a stockade of equal height, which are kept in good repair, as the people are much addicted to sudden uprisings and royal assassinations—in short, to precisely such *emeutes* as this one just announced, in which 1400 persons have fallen victims to their fury. By reason of changes in the Government, removals of the capitals, foreign wars, and domestic discord, the population of the city is constantly fluctuating, being generally found between 30,000 and 50,000. Foreigners only are allowed to erect brick houses, which are prohibited to the natives, for fear they will fortify themselves against the Government. Mr. Judson, the distinguished missionary, resided in Ava many years. During the present century there have been frequent revolutions in the country, which has also waged two wars against the British. Since the earthquake of 1839 the court of the Burman Empire has passed back and forth between Ava and Amarapoora.

Baltimore Produce Market.

BALTIMORE, July 26.—Cotton quiet and steady at 19¾@20c. Flour more active and steady; Howard Street superfine, $6@6 75; do. extra, $7@8; do. family, $8@9 50; City Mills superfine, $6 25@7 25; do. extra, $7 50@8 50; do. family, $8@10 50; Western superfine, $6@6 75; do. extra, $6 75@7 50; do. family, $7 50@8 50. Wheat dull; new red, $1 50@1 80; new white, $1 55@1 65; Pennsylvania, $1 55@1 60; Western, $1 50@1 60. Corn—White higher; sales at $1 25@1 28; yellow dull and nominal at $1 10@1 14. Oats lower; new, 55@58c.; old, 61@63c. Rye, 95c @ $1 05. Mess pork firm at $31; Bacon active and in good demand; rib sides, 18c.; clear do., 18½c.; shoulders, 15½@15¾c.; hams, 26c. Lard active at 17½@18c. Whisky dull at $1 04.

FINE STATIONERY,
ARMS, MONOGRAMS, ILLUMINATING, ETC.
DREKA, 1033 CHESNUT Street,
Card Engraver and Stationer 6 31 tuths

GENT.'S FURNISHING GOODS.

FINE DRESS, IMPROVED SHOULDER-SEAM
PATTERN SHIRTS,
MADE BY R. EAYRE,
ONLY, [5 4 wfm4mSp
58 N. SIXTH St., below Arch.

PROPOSALS.

PROPOSALS FOR CONSTRUCTION OF A SIDE-WHEEL STEAMER OF WOOD FOR REVENUE MARINE SERVICE.

TREASURY DEPARTMENT,
WASHINGTON, D. C., June 1, 1870.

Separate Sealed Proposals will be received at this Department until 12 o'clock FRIDAY, July 29, 1870, for building one side-wheel steamer, of wood, of 209 tons (O. M.), for the revenue marine service for the Pacific coast, to be delivered at the port of San Francisco.

Measurements for tonnage to be according to the old Custom House rule, taking the length on load line from forward part of stem to after part of sternpost, breadth of beam moulded, and depth from under part of deck to top of ceiling.

General specifications for the above vessel will be furnished bidders on application at Custom House at Boston, New York, Philadelphia, Baltimore, and San Francisco.

A guaranteed speed of twelve knots on a trial course of a mile, and eleven knots for six consecutive hours, will be required.

Favorable consideration will be given to bids in accordance with the rate of speed guaranteed in excess of the rate above stipulated.

The work will be carried on under the personal supervision of an agent of the Treasury Department, and all facilities must be afforded him for inspecting the material and workmanship. Such parts of either as are not in accordance with the drawings and specifications will be rejected, and must be made good by the contractor.

No bid will be considered for this vessel except from parties regularly engaged in ship-building.

The Department reserves the right to reject any and all bids.

Each bid must be accompanied by a written guarantee signed by the bidder and competent surety (certified to be such by some officer known to the Department), in the sum of twenty thousand dollars ($20,000), that in the event of the acceptance of such bid the necessary contract will be entered into within ten days after notice is given by the Department that the bid has been accepted.

The bid should state the sum for which such vessel will be completed and delivered as aforesaid.

Seven months from the time of signing the contract will be allowed for the completion of the vessel.

A copy of the plans and specifications must be enclosed with the bid as evidence as to the object of the proposal.

All proposals must be signed, sealed, and endorsed "Proposals for Revenue Steamer," and enclosed in an envelope addressed to Secretary of the Treasury, Washington, D. C.

Any bidder may be present and witness the opening of the bids.

Bidders will be required to furnish with their bids a general plan and elevation showing the internal arrangement, with a view to obtain the best disposition of the several parts.

Parties whose bids are accepted will be required to furnish acceptable models with detailed specifications before closing contracts.

The vessel must be built according to American Lloyd's specifications for A No. 1 wooden vessels for nine years.

GEORGE S. BOUTWELL,
6 7 2aw16t Secretary of the Treasury

THERE ARE MANY SOLDIERS AND Sailors, their orphans and widows, and their heirs, who have good claims for arrears of pay, bounty, prize money, commutation of travel or commutation of rations, which ought to be paid them.

In many such cases applications have been made, but remain unsettled for want of proof or from neglect, and frequently from incompetency of the agent who filed the claim. We will give advice to our comrades when written to for it or called upon, free of any charge, gladly.

ROBERT S. LEAGUE & CO.,
Attorneys for the Collection of Claims,
No. 135 S. SEVENTH Street, Philadelphia.

PENSIONS, PENSIONS.—ALL WOUNDED or disabled SOLDIERS, also the widows, children under sixteen, or dependent mothers and fathers of those who died in the service, or since discharge, of disease contracted in the service, who have not yet claimed a pension, should apply at once to ROBERT S. LEAGUE & CO., General Claim Office, No. 135 S. SEVENTH street. To secure back pension, claims must be made within five years from date of discharge or date of death. Long-standing or rejected claims promptly settled.

IMPORTANT TO PARENTS.—MOTHERS and fathers whose sons were lost in the war, or who died after discharge of disease contracted in the service, are entitled to PENSIONS, if in any way dependent upon their sons for support. We recommend all who think they are entitled to call on ROBERT S. LEAGUE & CO., No. 135 S. SEVENTH Street, who will procure for them a Pension, or give any information, free of charge, relative to Back Pay, Bounty, Prize Money, etc.

WE GIVE SPECIAL ATTENTION TO THE settlement of official accounts of the officers of the late Army, and procure certificates of non-indebtedness, and collect arrears of pay, etc. References to hundreds of prominent officers. For information call upon or write to ROBERT S. LEAGUE & CO., General Collection Agency, No. 135 S. SEVENTH Street.

SOLDIERS WHO HAVE LOST THEIR DISCHARGES are entitled to bounty, and it can be procured for them in all cases in which they would have been entitled if the discharge had not been lost, on an application made at once to R. S. LEAGUE & CO. at No. 135 S. SEVENTH Street, Philadelphia, either in person or by letter.

FOURTH EDITION

LATEST NEWS BY CABLE.

French Movement on Hanover

Great Fire in New York.

Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

Activity in English Dock Yards.

LONDON, July 26.—There is unusual activity in all the dock yards of England to-day.

The Emperor's Plans.

A strategist writes to the evening edition of the *Times* to-day showing that the Emperor Napoleon will most probably try to force his way into the kingdom of Hanover.

Heavy Rains in England.

The tower of the Church of St. Xavier, in Southwark, was struck by lightning during a heavy thunder-storm last evening. Rain fell in torrents in many places throughout England last night, and in most cases accompanied by vivid lightning. The weather has been dry and hot, but is sensibly cooler to-day. The crops have been greatly benefited by these copious showers.

FROM THE WEST.

Deaths by Sunstroke and Hydrophobia.

ST. LOUIS, July 26.—Nearly a dozen cases of sunstroke occurred yesterday, mostly all fatal. There were two cases of hydrophobia, one fatal, and the other will probably die.

Cathedral Robbed.

CINCINNATI, July 26.—The Cathedral was entered by burglars last night. They gathered a quantity of silver and gold utensils, but were obliged to leave them to escape the police.

FROM NEW ENGLAND.

The Boston Fire.

BOSTON, July 26.—The stock of Little, Brown & Co., which was damaged by fire last night, was insured for $120,000. A. M. Lent & Co., printers, are insured for $18,000, and Shaw & Livermore for $34,500. The building is also insured.

FROM NEW YORK.

Destructive Fire.

NEW YORK, July 26—3 P. M.—The building near the corner of Cortlandt and Washington streets is burning furiously. The particulars will be sent later.

PHILADELPHIA STOCK EXCHANGE SALES.
Reported by De Haven & Bro., No. 40 S. Third street

BETWEEN BOARDS.

$500 W Jer 7s	96½	10 sh C & A R.	115
$200 City 6s, New	101	200 sh Read	b30. 47 3-16
$2000 Sch N 6s, 82	44½	200 do	46·94
10 sh Leh V R	57	100 do	46·94
55 do	2d. 57	19 sh Penna R	57½
24 do	57	22 do	c. 57½
47 do	57		

PROPOSALS FOR MATERIALS TO BE SUPPLIED TO THE NAVY YARDS UNDER THE COGNIZANCE OF THE BUREAU OF CONSTRUCTION AND REPAIR.

NAVY DEPARTMENT,
BUREAU OF CONSTRUCTION AND REPAIR,
WASHINGTON, D. C., July 14, 1870.

SEALED PROPOSALS to furnish Timber and other materials for the Navy for the fiscal year ending June 30, 1871, will be received at this Bureau until 12 o'clock M. of the 15th of August next, at which time the proposals will be opened.

The proposals must be addressed to the Chief of the Bureau of Construction and Repair, Navy Department, Washington, and must be indorsed "Proposals for Timber, etc., for the Navy," that they may be distinguished from other business letters.

Printed schedules for such classes as parties deal in and intend to bid for, together with instructions to bidders, giving the forms of proposals of guarantee, and of certificate of guarantors, with printed forms of offer, will be furnished to such persons as desire to bid, on application to the Commandants of the respective Navy Yards, and those of all the yards on application to the Bureau.

The Commandant of each Navy Yard and the purchasing paymaster for each station will have a copy of the schedules of the other yards, for examination only, in order that persons who intend to bid may judge whether it is desirable to make application for any of the classes of those yards.

The proposals must be for the whole of a class, and all applications for information or for the examination of samples must be made to the commandants of the respective yards.

The proposal must be accompanied by a certificate from the Collector of Internal Revenue for the district in which the bidder resides, that he has a license to deal in the articles for which he proposes; *and, by direction of the Department, bids or offers will be received only from parties who are bona fide dealers in, or manufacturers of, the articles they offer to furnish.* The guarantors must be certified by the Assessor of Internal Revenue for the district in which they reside.

The contract will be awarded to the person who makes the lowest bid and gives the guarantee required by law, the Navy Department, however, reserving the right to reject the lowest bid, or any which it may deem exorbitant.

Sureties in the full amount will be required to sign the contract, and their responsibility must be certified to the satisfaction of the Navy Department.

As additional security twenty per centum will be withheld from the amount of the bills until the contracts shall have been completed, and eighty per centum of the amount of each bill, approved in triplicate by the Commandant of the respective yards, will be paid by the Paymaster of the station designated in the contract within ten days after the warrant for the same shall have been passed by the Secretary of the Treasury.

The classes of this Bureau are numbered and designated as follows:—

No. 1, White Oak Logs; No. 3, White Oak Curved Timber; No. 4, White Oak Plank; No. 7, Yellow Pine Logs; No. 8, Yellow Pine Beams; No. 9, Yellow Pine Mast Timber; No. 11, White Pine Logs; No. 12, White Pine Mast Timber; No. 13, White Pine Plank, Boards; No. 15, White Ash, Elm, Beech; No. 16, White Ash Oars; No. 17, Hickory; No. 18, Black Walnut, Mahogany, Maple, Cherry; No. 20, Locust Treenails; No. 22, Cypress, Cedar; No. 23, Black Spruce; No. 24, White Oak Staves and Headings; No. 25, Lignumvitæ; No. 30, Ingot Copper; No. 32, Wrought Iron, round and square; No. 33, Wrought Iron, flat; No. 34, Iron, plate; No. 35, Steel; No. 37, Iron Spikes; No. 38, Iron Wrought Nails; No. 39, Iron Cut Nails; No. 42, Lead, pipe, sheet; No. 43, Zinc; No. 44, Tin; No. 45, Solder; No. 48, Locks, Hinges, Bolts, of brass and iron; No. 49, Screws, of brass and iron; No. 50, Files; No. 51, Augers; No. 52, Tools for ship stores; No. 53, Tools for use in yard and shops; No. 54, Hardware; No. 56, White Lead; No. 57, Zinc Paints; No 58, Colored Paints, dryers; No. 59, Linseed Oil; No. 60, Varnish, Spirits Turpentine; No. 63, Sperm and Lard Oil; No. 64, Tallow, Soap; No. 68, Glass; No. 69, Brushes; No. 70, Dry Goods for upholstering; No. 71, Stationery; No. 73, Ship Chandlery; No. 74, Acids; No. 75, Resin, Pitch, Crude Turpentine; No. 77, Belting, Packing; No. 78, Leather, pump rigging, lacing; No. 80, Junk; No. 88, Charcoal.

The following are the classes, by the numbers, required at the respective navy-yards:—

KITTERY.

Nos. 8, 13, 15, 16, 17, 18, 22, 32, 33, 35, 39, 44, 48, 49, 50, 51, 53, 54, 56, 57, 60, 63, 68, 69, 71, 73, 74, 78, 88.

CHARLESTOWN.

Nos. 7, 13, 15, 16, 18, 22, 24, 25, 32, 33, 34, 35, 37, 38, 39, 42, 43, 44, 48, 49, 50, 51, 52, 53, 54, 56, 57, 58, 59, 60, 63, 64, 68, 69, 70, 71, 73, 74, 75, 77, 78, 88.

BROOKLYN.

Nos. 1, 7, 9, 13, 15, 16, 17, 18, 23, 24, 25, 32, 33, 34, 37, 39, 42, 43, 44, 48, 49, 50, 51, 52, 53, 54, 56, 57, 58, 59, 60, 63, 64, 68, 69, 70, 71, 73, 74, 75, 77, 80, 88.

PHILADELPHIA.

Nos. 4, 7, 9, 13, 15, 18, 32, 33, 48 71.

WASHINGTON.

Nos. 1, 3, 7, 11, 12, 13, 17, 18, 20, 22, 23, 30, 32, 33, 34, 35, 37, 39, 42, 44, 45, 48, 49, 50, 51, 53, 54, 57, 58, 59, 60, 63, 64, 68, 69, 70, 71, 73, 74, 77, 78, 88.

NORFOLK.

Nos. 1, 13, 15, 18, 22, 25, 32, 33, 39, 42, 44, 48, 49, 50, 53, 54, 57, 58, 59, 60, 63, 64, 69, 70, 71, 73, 77, 78.

MARE ISLAND.

Nos. 15, 18, 32, 33, 34, 35, 38, 39, 42, 43, 44, 48, 49, 50, 51, 53, 54, 56, 57, 58, 60, 64, 68, 69, 70, 71, 73, 74, 77, 86, 89.

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PRESIDENT LINCOLN, AT THE OUTbreak of the War, by proclamation, called for forty-two thousand volunteers to suppress the Rebellion, and the War Department promised that each soldier should have a bounty of $100, when discharged.

THE SUPREME COURT OF THE UNITED STATES HAS DECIDED THAT THIS PROMISED BOUNTY MUST NOW BE PAID. We are prepared to obtain it for every soldier who enlisted before July 22, 1861, for three years, and was subsequently honorably discharged, whether he served for a short or long time.

It is desirable to have the soldier's discharge, but the bounty can be obtained where the discharge is lost or cannot be had. No collection, no charge.

Call upon or write to the General Collection Agency, R. S. LEAGUE & CO., No. 135 S. SEVENTH Street, Philadelphia.

TO SOLDIERS AND SAILORS AND THEIR HEIRS.—Advice and information given free. If you have any kind of claim against the Government of the United States, write to or call at once upon R. S. LEAGUE & CO., the General Collection Agency, No. 135 S. SEVENTH Street.

FIFTH EDITION

THE LATEST NEWS.

FROM THE STATE.

Painful Accident.

DOUGLASSVILLE, Berks Co., July 26.—Yesterday, about 2:30 P. M., a sad accident occurred at Port Union, near Douglassville, Berks co. Daniel Linderman, a lad about twelve years old, son of Daniel Linderman, while out gunning, was sitting on the fence with both hands resting upon the muzzle of the gun. A boy accompanying him, jumping from the fence, discharged the gun by accident, the load passing through both hands. One hand has been amputated and the physician is in doubt concerning the other; doubtless both will be amputated.

FROM EUROPE.

This Afternoon's Quotations.

PARIS, July 26—3 P. M.—The Bourse is firm; Rentes, 65f. 45c.

HAVRE, July 26.—Cotton firm but quiet at 99f. for tres ordinaire on the spot.

LIVERPOOL, July 26—3 P. M.—Cotton dull; middling uplands, 8¾d.; Orleans, 8⅝d. Shipments of cotton from Bombay to July 25, since last report, 12,000 bales. Yarns and fabrics at Manchester are heavy.

BREMEN, July 26.—Petroleum opened firm at 6 thalers, and at Hamburg quiet at 14 marcs banco.

REAL ESTATE AT AUCTION.

TRUSTEES' SALE
OF ESTATE
OF THE
FREEDOM IRON AND STEEL COMPANY.

The undersigned, Mortgagees and Trustees under the mortgage of the FREEDOM IRON AND STEEL COMPANY, which bears date February 1, 1867, and under and pursuant to a request and notice of creditors, given under the provisions of the said mortgage, for default of payment of interest,

Will sell at public sale, at the Philadelphia Exchange, on TUESDAY, the 27th day of September, A. D. 1870, at 12 o'clock noon, by

M. THOMAS & SONS, Auctioneers.

All the lands, tenements, hereditaments, and real estate of whatsoever kind and wheresoever situate and being of the said Freedom Iron and Steel Company, and all the buildings, machine shops, machinery, fixtures, forges, furnaces, grist mill, ore rights, stationary engines, saw mills, railroads and cars of every kind belonging to the said Company granted in mortgage by the said Company to us by the said mortgage, viz.:—

About thirty-nine thousand (39,000) acres of land in Mifflin and Huntingdon counties, Pennsylvania, on which there are erected extens